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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after AUGUST 26TH, 1930, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS	No. 2 A.M.	No. 6 A.M.	No.10 A.M.	No. 8 A.M.	No. 12 A.M.	No. 14 P.M.	No. 16 P.M.	No. 22 P.M.	No. 18 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
Kowloon..Dep.	6.35	8.00	8.24	9.05	10.00	12.01	1.18	2.34	3.00	4.30	5.40	7.45
Yaumati..Dep.	6.44	—	—	9.15	10.08	12.10	1.33	—	—	4.38	5.48	7.53
Shatin ...Dep	6.56	—	—	9.23	10.20	12.22	1.38	—	—	4.50	6.00	8.03
Taipo ...Dep	7.10	—	—	9.43	10.33	12.35	1.51	—	—	5.04	6.18	8.17
Taipo Market..Dep.	7.15	—	—	9.49	10.37	12.39	1.55	—	—	5.08	6.17	8.22
Fanling..Dep.	7.25	—	—	10.00	10.47	12.49	2.01	—	—	5.18	6.27	8.32
Sheung-shui ...Dep.	7.30	—	9.01	10.05	10.53	12.54	2.10	3.13	—	5.23	6.32	8.37
Shum-chun ...Arr.	7.38	9.40	9.07	10.11	10.58	1.00	2.16	3.19	3.40	5.29	6.38	8.43
Canton ...Arr.	—	12.34	—	5.42	—	—	—	—	7.34	—	—	—

Sundays & Holidays only. Sundays & Holidays excepted.

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No.15 A.M.	No. 5 A.M.	No.17 P.M.	No.19 P.M.	No.21 P.M.	No.23 P.M.	No. 25 P.M.
Canton ...Dep.	—	—	—	—	8.25	—	—	—	—	3.25
Shumchun ...Dep.	7.13	7.59	10.34	11.41	12.19	2.35	4.39	5.47	6.53	7.19
Sheungshui ..Dep.	7.20	8.06	10.42	11.48	—	2.42	4.46	5.54	7.00	—
Fanling ...Dep.	7.25	8.10	10.47	11.52	—	2.46	4.50	5.58	—	—
TaipoMarket..Dep.	7.33	8.21	10.57	12.03	—	2.56	5.00	6.08	—	—
Taipo ...Dep.	7.40	8.28	11.01	12.09	—	3.02	5.06	6.13	—	—
Shatin ...Dep.	7.53	8.39	11.14	12.22	—	3.15	5.17	6.26	—	—
Yaumati ...Dep.	8.06	8.51	11.26	12.35	—	3.27	5.29	6.38	—	—
Kowloon ...Arr.	8.12	8.57	11.32	12.41	12.59	3.33	5.35	6.44	7.36	7.59

*=For First Class Passengers Only. Will Stop at Any Station on Request

Further information may be obtained at the Railway Offices, Kowloon, from Messrs. Thos. Cook & Son, Ltd., Hong Kong, from The American Express Company, Hong Kong, or from The China Travel Service 6, Queen's Road, Hong Kong.

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.....

MR. LLOYD GEORGE'S NEW YEAR MESSAGE.

WE MUST LOOK TO AMERICA FOR THE DAWN.

WHAT OF YOUTH AND THE WAR SPIRIT?

In his new year message to that faithful organ of Liberal opinion, the *News Chronicle*, Mr. Lloyd George hardly strikes an optimistic note. We give the following quotations:—

Europe will part company with 1930 with the same satisfaction as one says "Adieu" to a sulky and disagreeable travelling companion. In trade and finance it has been for Europe a year of unbroken and deepening gloom. In international relations one of growing misunderstanding and menace.

The thick fog that rolled over from the West in October, 1929, shows no sign of lifting from either the East or the West. The news from America is discouraging and is having a depressing effect on our markets on this side of the Atlantic. In Britain and Germany the worst about unemployment from week to week is known and published with fearless accuracy. The only doubt that exists in Britain is as to whether some thousands have not crept on to the dole who ought never to be there. But even including these, we know that as a maximum there are 1,702,952 men and women who are wholly out of a job and 494,798 working half-time.

We also know that the German unemployed have now reached nearly 4,000,000. Our endeavours to get at the true state of the facts in America are not prompted by the human curiosity of a man in trouble to find out whether his neighbour has not been harder hit than he has. The reason is of a different character.

The slump started in America and there is a firm conviction in all lands that the revival must also start from that quarter.

The business-men of Europe are gazing at the Western sky for some sign of the rising sun in the direction where it sank.

What Business Men Say.

The business-men and economic students whom I have consulted here are not sanguine. They can detect no signs of returning prosperity and

their view is that when these signs do appear the weather will clear very gradually and we shall not see an unclouded trade firmament for two or three years.

A day or two ago I met a considerable business-man—shrewd and highly successful—and he told me that he had budgeted for a three years' depression.

Business-men are not always good judges of the imminence or duration of a trade depression.

I am inclined to believe that the fears which now obsess them of a very prolonged depression extending over two or three years will be falsified.

Still, the change is not coming soon, and ere it comes we shall certainly pass through much worse times in Europe. So far the deluge has not reached France—at least not severely. But she will not escape altogether. Her greedy accumulation of gold may well prove her undoing. The fate of America has shown that a high golden parapet does not keep out the waters of the flood. On the contrary, it only just dams them in once they break through. The restoration of trade depends on a freer circulation of international credit. But credit depends on confidence. Neither America, Britain nor France will invest their wealth in enterprise abroad just now because they have no confidence in the stability or prospects of other countries and they are afraid of further shaking confidence at home if they part with their golden reserves. Even enterprise in their own countries finds it difficult to attract fresh capital.

(*Continued on Page 4.*)

Diary of Coming Events.

To-day.
(January 28.)

Queen's Theatre: "Call of the Flesh."
World Theatre: "Love and Duty" Part 2 (Chinese picture).
Star Theatre: "The Charlatan."
Theatre Royal: Westminster Glee Singers.
Lecture at Helena May Institute, Kowloon.
Prize Distribution at Munsang College, Kowloon City, 3 p.m.
Football: Old Stagers, Ordnance v. Borderers, 3 p.m., at Sookunpoo.
Dinner Dances: Peninsula Hotel and Repulse Bay Hotel, 8.30 p.m.

Thursday.
(January 29.)

Queen's Theatre: "Man Trouble."
World Theatre: "Million Dollar Collar."
Star Theatre: "The Little Adventurer."
Theatre Royal: Westminster Glee Singers.
Prize Giving, Ellis Kadoorie School: 10.30 a.m.
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: Peninsula and Hong Kong Hotels, 8.30 p.m.
Tea Dance: H.K. Hotel, 4.30 p.m.
European Mail:—Outward: Europe *via* Siberia (Tjipanas), 6 p.m.

Friday.
(January 30.)

Theatre Royal: Westminster Glee Singers.
Queen's Theatre: "Man Trouble."
World Theatre: "Mother Love" (Chinese picture).
Star Theatre: "The Little Adventure."
Chess: Kowloon Chess Club Championship, D. E. Carvalho *v.* J. N. da Silva, R. B. Jackson *v.* H. W. Randall, A. J. Biriukoff *v.* C. M. Sequeira, H. Bush *v.* Lieut Com. A. Pigott, F. A. Barradas *v.* T. G. Stokes.
Golf: First Round of Captain's Cup (Ladies); Fourth Round of Taggart Cup.
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: H.K. Hotel and Peninsula Hotel, 8.30 p.m.
European Mail.—Inward: Europe *via* Suez (Malwa).

Saturday.
(January 31.)

Theatre Royal: Westminster Glee Singers, Special Matinee at 3 p.m., evening 9.15 p.m.
Annual Concert and dance, Morrison Hall, The University, 8 p.m.
Queen's Theatre: "Man Trouble."
World Theatre: "Mother Love" (Chinese picture).
Star Theatre: "The Little Adventurer."
Tea Dances: H.K. Hotel and Peninsula Hotel, 4.30 p.m.
Dinner Dances: Peninsula and Repulse Bay Hotels, 8.30 p.m.
Cricket.—Division I.: Kowloon C.C. *v.* Navy (L.); University *v.* Craigengower (L.); Indian R.C. *v.* Royal Artillery (F.); Hong Kong C.C.; Married *v.* Singles. Division II.: Royal Engineers *v.* Civil Service (L.); Recreio *v.* Kowloon C.C. (L.); Police *v.* Signals (L.).
Football.—Lai Wah Cup Final: China *v.* Civilians (Club ground), 3.30 p.m. Second Division: Navy *v.* Club, Eastern *v.* St. Joseph's; Borderers *v.* Royal Artillery, Chinese *v.* Kowloon, Argylls *v.* South China, Recreio *v.* University. Third Division: Royal Engineers *v.* R.A.S.C., Royal Air Force *v.* R.A.O.C., Chinese *v.* Borderers, South China *v.* Ewo.
Golf.—Semi-finals of Governor's Shield.
Hunting.—Fanling Hunt Hounds Meet (Sun Wai Camp).
European Mail:—Outward: Europe *via* Suez (Comorin), 10.30 a.m.

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Piston Displacement 51.7 Cubic Inches. Wheel-Base 78 Inches.
Speed 45 M.P.H.

Model		Nett Weight	F. O. B. Factory Price	Packing Shipping Delivery	Hong Kong Price
Roadster	...2-pass.	1,250-lbs.	£125	£10	£135
Tourer	.. 4-pass.	1,276-lbs.	130	10	140
Saloon (Fabric) ..	...4-pass.	1,264-lbs.	135	14	149
Saloon (Metal)	...4-pass.	1,378-lbs.	140	14	154

Hong Kong Price includes Triplex Glass, Spare Wheel, Tire and Tube, and Bumpers.

MORRIS COWLEY (48" Track).

R.A.C. Horse-Power Rating 13.9.
Brake Horse-Power 32 at 3,200 Revolutions.
Piston Displacement 109.9 Cubic Inches. Wheel-Base 105 Inches.
Speed 50 M.P.H.

Roadster	...4-pass.	2,083-lbs.	£160	£16	£176
Tourer	...4-pass.	2,148-lbs.	170	16	186
Coupe	.. 4-pass.	2,183-lbs.	180	17	197
Saloon	...4-pass.	2,256-lbs.	185	18	203
Saloon (Folding Head)	...4-pass.	2,256-lbs.	190	18	208

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Optional Equipment at Additional Price.

5 Small Hub Wire Wheel ... ... £3. 10. 0.

MORRIS-MAJOR (48" Track)

R.A.C. Horse-Power Rating 15.
Brake Horse-Power 30 at 3,200 Revolutions.
Piston Displacement 118.3 Cubic Inches Wheel-Base 114 Inches.
Speed 55 M.P.H.

Salonette	...5-pass.	2,978-lbs.	£215	£37	£242
Coupe	.. 5-pass.	2,778-lbs.	22	23	248
Saloon	5 pass.	2,860-lbs.	225	29	254

Hong Kong Price includes Triplex Glass, Spare Wheel, Tire and Tube, and Bumpers.

MORRIS-OXFORD SIX.

R.A.C. Horse-Power Rating 15.
Brake Horse-Power 30 at 3,200 Revolutions
Piston Displacement 118.3 Cubic Inches. Wheel-Base 114 Inches.
Speed 60 M.P.H.

Tourer	...5-pass.	2,637-lbs.	£250	£21	£.71
Saloon Fabric ...	.. 5-pass.	2,694-lbs.	265	29	294
Coupe (Sliding Head)	.. 5-pass.	2,898-lbs.	285	28	313
Saloon (Fixed Head)	...5-pass.	2,776-lbs.	275	29	304

Hong Kong Price includes Triplex Glass, Leather Upholstery, Spare Wheel, Tire and Tube, Bumpers.

Optional Equipment at Additional Price.

Extra Spare Wheel ... ... £7. 0. 0.

MORRIS ISIS SIX.

R.A.C Horse-Power Rating 18.
Brake Horse-Power 40 at 3,200 Revolutions.
Piston Displacement 150.6 Cubic Inches. Wheel-Base 114 Inches.
Speed 65 M.P.H.

Tourer	.. 5-pass.	2,782-lbs.	£330	£21	£351
Saloon	.. 5-pass.	2,976-lbs.	340	30	370
Coupe	...4-pass.	3,200-lbs.	350	28	378

Hong Kong Price includes Triplex Glass, Leather Upholstery, Spare Wheel, Tire and Tube Bumpers.

Optional Equipment at Additional Price.

Extra Spare Wheel	£9.	10. 0.
5 Magna Type Wire Wheel	5.	10. 0.
6 Magna Type Wire Wheel	16.	0. 0.

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MOTOR NOTES.

NOTES FROM EVERYWHERE.

WINTER ON WHEELS.

Winter road touring in Britain can prove a delightful experience for the visitor from overseas, and those who can spare a few days from the major events in London and other centres should not miss the chance of seeing another side of British life. Weather conditions are rarely so severe as to present any difficulty to the motorist, and to see the countryside in its winter dress—with a keen tang in the air and, often, a marvellously blue sky overhead—is to gain a series of impressions quite different from those taken back by the ordinary tourist.

One of the outstanding attractions of winter on the English road is the chance it offers of seeing the old English inn at its best. With huge fires burning in open hearths, and "Dickens" fare on the table, there are few better places to spend the night after a day in the open air.

Opinion is divided as to which corner of Britain appears most attractive in winter garb. Devon and Cornwall, where winter arrives late and leaves early, have many claims; they are the warmest and cosiest of all English counties. The Sussex downlands, with their broad-backed hills and few trees, show few signs of winter's ravages; the treeless chalk uplands of Wiltshire, too, are little changed by the fall of the leaf. Somerset, the county of kindly villagers, fruit and cream, and deep thatch, has a welcome all its own for winter visitors, while the valley of the Wye, the heather-covered dales of Yorkshire, the snug little villages in the Cotswold—all with their background of history or romance—will each undertake to prove to the stranger that winter in England can be one of the loveliest times of the year.

CAR PLATING DISCOVERY.

Motor firms in England and an American corporation are negotiating for the use of a new process enabling platinum to be used for the plating of car lamps, and reflectors, radiator shells and all outside and inside body fittings for the cheapest cars.

It is the greatest triumph since the discovery of nickel plating, and is the result of British cleverness in precious metal refining combined with American plating research.

I saw several specimens of the new work in a British factory. They had been left exposed to the fog and wet, and had not been touched with any cleaning agent or leather. Their sheen was wonderful, brighter than the finest nickel plate fresh from the polishing shop.

On Sheet Iron.

The metals used are platinum, rhodium, a hard white metal rather like platinum, and palladium, more silvery than platinum, but with its hardness. The plating is done on sheet iron and gives a high permanent polish whiter than chromium and almost as white as nickel plate. It is not affected by any weather chemical action, and retains its brilliant brightness without labour of any kind.

The cost is only fractionally dearer than chromium plating. Several makers of the cheapest cars in America and at least one British firm are planning to use the process for next year's cars.

The result has only been made possible by using Canadian ore from the British Mond mines, refined by a special secret Mond Nickel, Ltd., process at Willesden, and then exported to the American firm.

THE LIGHTER SIDE.

"Motor cars," said Heine, "is mighty similar one vay."

"And what is dot?" inquired Mr. Schmidt.

"No matter how many of dem you drive, dey're all alike in being different from one another yet."

* * *

Bizer: Schnell, I lost my car last week. What shall I do?

Schnell: Why don't you advertise for it?

Bizor: My car can't read advertisements.

* * *

German Daughter: Mother! my car has into the pond fallen.

Mother: Have you it out taken.

Daughter: No, but I have the chauffer in thrown.

Mother: That are right. The chauffer will the car out bring.

* * *

Moe (to proprietor): How much for this car?

Salesman: Three hundred.

Moe: Don't want to buy it; he wants to sell it.

Salesman: Give him ten.

A PLEASANT CAR TO DRIVE.

WHY A CAR SHOULD FEEL RIGHT.

It is not a controversial subject that, judged entirely from the driver's point of view, there is such a thing as decided supremacy of a particular type of car, an ideal that is not necessarily narrowed down to makes, but rather to types. It is the "feel" of a vehicle that matters most, a subtle something that seldom, if ever, is to be met with in cars that do not emanate from a famous racing stable.

The possible harshness and noise associated with the highly tuned competition machine, due to loose-fitting and high-compression pistons, high gear ratios, and inadequate silencing arrangements, need not be present at all. But the "ideal" means that the car will be a delight to handle and can be actually pleasant to skid; it will have superlative acceleration without using a low top-gear ratio, yet have an easy speed, implied by its name. Comfort and weather protection must be left to individual requirements, but apart from the necessity of saving weight, the maximum degree of both factors, obtained in two-seater form, will not affect the performance.

On Skidding.

As regards a car that can be pleasant to skid. This statement is not prompted by a perverted taste acquired through bad habits, but is merely comparative. One can take one make, not because of a prerogative in this respect but as an adequate example—the Alfa-Romeo. Here the virtues of a low centre of gravity, correct wheel-base to track ratio, and the maximum saving of weight without sacrifice of strength where light bodies are concerned, are well displayed.

A skid, to be easily corrected, must be under control from its inception, and for this a high-ratio steering gear is essential.

The human brain is quick in response, and no superman is needed to turn the nose of a car into a skid, thus quite automatically keeping it along its proper track ahead. But a low-ratio steering will render this essential task more difficult and sometimes impossible. The object of the low ratio is to render the steering more "soft" and to allow for the greater resistance of large low-pressure tyres and weight of big cars. Consequently those types, with the exception of the ultrasporting variety, cannot usually be as pleasant or safe to drive under wet conditions. It is often supposed, and the view may be inspired, that weight over the back axle will prevent skidding. That is a fallacy. It may, by using additionally the leverage obtained through the height of saloon cars, make the outside tyre "bite" through the grease on the road surface, but a skid that develops in those circumstances tends to become uncontrollable, and it is then that telegraph poles and stone walls begin to jump all over the place.

Centrifugal force being what it is, the smaller the weight, and consequently the less the inertia, of a moving body at any given speed, the easier that moving body is to keep under control.

An Example.

The three-litre Bentley here illustrated has a two-seater body by Vanden Plas that was built in a week, and weighs, including bonnet and mudguards, just over one hundredweight. By having all the weight within the wheelbase, and therefore no leverage of deadweight to increase the effects of a skid, and equipped as it is with oversize medium-pressure tyres, together with shock-absorbers just right—the last a most important factor—unusually good road adhesion is obtained, and a low centre of gravity still further enhances its controllability.

The power to weight ratio is also greatly affected by having virtually no body weight to carry, and by using a somewhat lower top-gear ratio than the standard one and low-compression pistons it is a top-gear vehicle of the first order in spite of a genuine maximum of a clear 80 m.p.h. A close-fitting hood and well-flared side curtains give an extremely cosy two-seater compartment. The rear half of the chassis is used for a luggage container. No spare wheel is carried, and the oversize tyres have justified this faith in them by a mileage to date of 12,000, including a long Continental tour, without a puncture or undue wear.

Altogether a very pleasant car to drive.—Prince George Imeretinsky in *The Autocar*.

HOTEL GARAGE LAW.

HOW IT DIFFERS FROM THAT APPLYING TO A PUBLIC GARAGE.

In a recent issue of *The Autocar* the legal position of motorists and the proprietors of ordinary garages was dealt with. It must be remembered, however, that the law relating to hotel garages is not the same, owing to the fact that most hotel proprietors fall legally within the class of "innkeepers."

An innkeeper is a person who holds himself out as ready to provide lodging and other necessaries at a reasonable price for anyone who asks for them, provided that the person is in a proper condition, and is prepared, if necessary, to pay in advance, and, of course, provided that there is room for him. The ordinary private hotel or boarding-house is not an inn, and where such establishments provide garage accommodation for their guests the ordinary law, as set out in the article referred to (and qualified by the recent decision referred to in *The Autocar* of November 21) applies.

An innkeeper is bound to take in any traveller who asks for accommodation, subject to the conditions already mentioned. He is also bound to take in his car if he has room for it. At common law he is liable for the safe keeping of his guest's car, and, if it should be lost or damaged, he will be responsible to the owner unless the loss or damage was due to the negligence of the owner, an act of God, or the king's enemies. He cannot relieve himself of his liability (as an ordinary garage proprietor can) by proving that he took all reasonable care of the car.

Liability for Full Value.

Furthermore, the Innkeeper's Liability Act, 1863, which limited an innkeeper's liability to £30 in the case of a guest's belongings, except in certain circumstances, does not apply to "carriages," and this expression includes cars, so that the innkeeper is liable for the full value of a car if it is lost. It is, however, possible for the innkeeper to make a special contract with his guest, and so to relieve himself of some or all of his liability, but there are certain difficulties in his way when he tries to do this.

In the first place, if he wishes to be exempt from the consequences of his or his servants' negligence, he must make it quite clear that he is exempting himself from liability for loss or damage, *however caused*. The decision on bailments referred to in *The Autocar* of November 21 does not apply to an innkeeper, and, to escape liability, he must use words which make it certain that he is contracting out of liability for negligence. He must, of course, also bring this condition to the motorist's notice before the car is garaged, so that the motorist, expressly or impliedly, agrees to the special contract. Should the motorist, however, refuse to agree to this condition, the innkeeper will be unable to insist upon it, as he cannot refuse to take in the car if he has room for it, and he renders himself liable to prosecution if he does refuse.

The position of the hotel garage is thus completely different from that of the ordinary garage, and motorists can, if they like, insist upon their legal rights and refuse to agree to let hotel proprietors divest themselves of their liability. Naturally, if a motorist does this before he has been allotted a room for himself, it will be found that there are no rooms vacant, and, though it is also an offence for an innkeeper to refuse to take in a traveller, if he has room, it will be difficult to prove that he had room, and would entail considerable expense to do so.

It must be borne in mind that sometimes a garage next to a hotel belongs to a different owner, and in such cases, unless the hotel holds itself out as the owner of the garage, the ordinary law will apply, and the garage proprietor can refuse to take in a motorist's car except upon certain conditions.

A recent case illustrates the liability of hotel proprietors. A porter at a hotel told a guest to leave his car outside the hotel entrance, and it was stolen. The hotel proprietors were held liable for the full value of the car. The car had been given into their custody upon the direction of the porter, and from that time they were liable for anything that happened to it, unless through the owner's negligence, an act of God, or the king's enemies. If, after the relationship of host and guest has begun, a car is left in a particular place at the express or implied invitation of the innkeeper, the latter will be liable for its safe custody.

The Definition of a "Guest."

It is only a guest who has these rights against an innkeeper, but any person who enters an inn for the purpose of using the accommodation provided is a guest, whether he or someone else is to pay for it, and whether he comes for refreshment or lodging, or both. Thus, it has been held that a person invited to dine at a hotel by someone staying there is a guest. On the other hand, a motorist who merely garages his car at a hotel garage, without using the hotel, will have no more rights than if he were to place it in the care of an ordinary garage.

The innkeeper has at least one compensation to make up for his liability. Unlike the ordinary garage proprietor, he can detain a guest's car if he fails to pay his bill. An ordinary garage proprietor cannot exercise a lien over a motorist's car for garage rent, but only for repairs which he has done to the car. Further, the innkeeper has a statutory right (subject to certain conditions as to time and notice) to sell the goods over which he is exercising a lien, if the guest still fails to pay his bill.

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MOTOR NOTES

HUMAN PSYCHOLOGY AND ROAD-SAFETY.

"DIVIDING" WALL ALONG PAVEMENT EDGES.

The relation between "road-safety" and human psychology is not immediately apparent, but, nevertheless, they are most intimately related. Nearly all accidents due to modern means of road transport are avoidable, and the human beings concerned are more often at fault than is any mechanical defect. It is the steady training of the human machine, through its mental processes, to meet these new conditions that is demanded. Persistent propaganda is needed to impress everyone so vividly that the necessary reactions of the brain, for safety, become subconscious.

No one walking along a quay-side goes too near the water's edge, no one crosses a railway-line without instinctively looking left and right, yet millions daily step off pavements, without the slightest hesitation, to cross wide streets with streams of fast-moving traffic. It is simply because, as yet, we have not learnt to fear the risk we run on the roads—but we learnt in early childhood to be very much afraid of deep water and railway lines!

An Illogical Omission.

It is a fact that nearly all houses have a fence or wall or railing to keep people out, but our pavements have nothing at all to protect the user—and keep him in! And yet, if the protection of a wall was on the edge of a pavement, instead of at the end of a garden, it would seem to serve a far greater purpose.

The time has come when all the pavement kerbs, in busy thoroughfares at least, should be made to serve a better purpose than just to indicate where the pavements end.

The writer maintains that the kerb should become a wall and should be too high to be easily stepped over, with gaps, opposite the "islands" only, for use of pedestrian traffic. It should be illegal to cross elsewhere, not only in the interest of pedestrians themselves, but in that of the drivers of vehicles, who need to concentrate all their attention on other traffic rather than on the possible erratic movements of pedestrians.

These proposed new kerbs should be about 12in. to 18in. high, not high enough to form an obstruction to the unloading of vehicles, either passengers or goods, but high enough definitely to form a division between what is a "permanent way"—as dangerous as any railway line—and a "footpath."

A fine example of the crying need for some such protection is Kensington High Street, opposite the Town Hall, where, due to a narrow pavement, hundreds of pedestrians are always in the "permanent way" of traffic. Future generations will marvel at the courage—and the stupidity—that allows this sort of thing to go on. Nor, as yet, is there any sign in any part of London that such a "protection" is likely to materialise.

Forceful Persuasion.

The building of these dividing walls along the pavement edges is a psychological necessity, and would do more immediately to bring home the dangers of the streets to everyone than all the verbal propaganda on "safety first" can do in generations. It is the fact that railway have always been closely fenced that has trained our minds to visualise the danger of crossing them: with every pavement a "protected footpath," leaving its "security" would instantly place the most absent-minded person on the alert, an alertness that must some day become instinctive in every human being.

Make it safe where the pavement ends by building a wall to protect the footpath, and human psychology will soon adapt itself by learning a new alertness when passing across this boundary line from the safety zone into danger.

MOTORING IN 1931.

MANY ROAD AND TRACK RACES AND GREAT SHOWS.

Many motoring events of world-wide interest will take place in Great Britain and Ireland during 1931. They will include thrilling international races and an important series of shows.

Famous racing cars from England and abroad, driven by the "star" drivers of their respective countries, will participate in the two most important races held in these islands—the Irish International Grand Prix and the Irish Tourist Trophy Race.

The Irish Grand Prix (June 5 and 6), held over a course in Phoenix Park, Dublin, yields countless thrills for the half-million or so spectators. Many acute corners, and a splendid two-mile "straight," provide every variety of excitement. Held for the first time only a few years ago, this race attracts the finest and most daring drivers. Last year these included Caracciola, Cav. Campari, Earl Howe, Malcolm Campbell, Kaye Don and H. R. S. Birkin. The event occupies two days. The first is confined to cars up to 1,500 c.c.; the larger cars take the field on the second day. This race is organised by the Royal Irish Automobile Club, 35, Dawson Street, Dublin, and very complete arrangements are made to enable visitors to see the race to the best advantage.

The Ulster Tourist Trophy Race (August 22) takes place on the outskirts of Belfast, in Northern Ireland, over ordinary roads and through narrow village streets. It is one of the most thrilling road races in the world. Many sharp corners in Newtownards and Dundonald test driving skill to the utmost, and as the field invariably includes world-famous "aces," the event is packed with thrills. The Irish T.T. is confined to cars of the sports touring class—as opposed to specially built racing cars—and the entries include many different types of automobile, from the smallest "baby" cars to supercharged giants from England, Germany, France and Italy. This race is also notable for the excellent arrangements made for visitors. The course abounds in good vantage points for spectators.

The Isle of Man, easily accessible from Liverpool, will once more be the scene of the Tourist Trophy Motor-Cycle Races (June 15 to 20) in which the crack riders and best machines of the world compete round perilous hair-pin bends.

There are many other sporting road and track events of this character, the dates of which will be found in the Travel Association's Calenders of Events for 1931.

Brooklands, the famous racing track near London, opens its racing season at Easter and concludes it during November. A host of thrilling events are held during the season, some of the more noteworthy being the Brooklands Automobile Racing Club's fixtures at Whitsun and on August Bank Holiday; the Racing Divers' Club's 500-mile race; the Motor Cycling Club's High-speed Trial, and the Junior Car Club's 200 mile Race. Any of these—and many others not included—will show the visitor some of the finest track racing in the world.

A competitive event that should not be missed is the Shelsley Walsh Open Hill Climb. This climb, which is now included in the European Hill-Climbing Championship, attracts the speed kings of many Continental countries, driving cars that have figured in world-famous races. The hill has a gradient of about 1 in 6, and cornering of the most exciting order is to be seen from perfect vantage points. The event is organised by the Midland Automobile Club. Shelsley Walsh is in picturesque country not far from, and west of, Worcester.

The Brighton Rally and Concours d' Elegance is an event of a different nature that vies in [illegible] in other parts of Europe. This year entrants for the rally will be allowed to start from many Continental points, and valuable prizes will be offered. The Concours, staged in England's great holiday resort, provides an excellent opportunity of seeing some of the finest

(Continued on next Column.)

automobiles of Europe in a gay setting.

The Olympia Motor Show, which takes place in London, October 12-24, is one of the most important of British exhibitions, and attracts visitors from all parts of the world. In size, and in the number of exhibits, it is one of the largest shows of its kind, and is eagerly waited for as revealing the newest trends of automobile design, not only in Great Britain but throughout the world.

The Motor Show will be followed by the Commercial Motor Show (November 5-14) and the Motor Cycle Show (November 30-December 5)—both also held in London's Olympia. In their respective fields these shows are no less important than the Motor Show itself, and it is recognised that this year's Commercial Motor Show will reveal many important advances, particularly in the direction of the application of the Diesel engine to heavy goods and passenger-carrying vehicles.

THE £100 CAR.

SIR WILLIAM MORRIS'S NEW TWO-SEATER.

The £100 motor-car has arrived. It is to be put on the market shortly by Morris Motors, Ltd.

"It will be called the Morris Minor S.V. two-seater," said Sir William Morris. "I am taking this step because I believe that it is particularly in a time of industrial difficulty that vigorous efforts to improve trade generally should be made.

"The introduction of this new model will give employment, I confidently anticipate, to a large number of British workmen, as well as provide comfortable and reliable motoring for many members of the public.

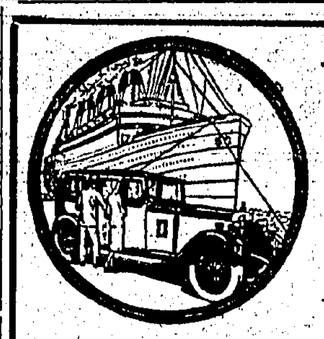
"The new car is in a sense an unorthodox production. It is larger than many small cars seen on the roads to-day. The engine differs from that of the ordinary Morris Minor in that it has side-by-side valves instead of the overhead valves and cam shaft. It is fully equipped with three-speeds, four-wheel brakes, speedometer, Triplex glass screen, windscreen wiper, driving mirror, hood, side curtains, and hood bag, has ample luggage accommodation, concealed spare wheel, full-length frame with semi-elliptic springs and adjustable shock absorbers. Electric lighting and starting are, of course, included.

Speed and Economy.

"The new car has a speed of upwards of 50 m.p.h. with driver and passenger, and does over forty miles to the gallon. I am making arrangements immediately for getting this model into production, but it will be a few weeks before the full rate of output is available.

"This new car has been particularly designed to meet the requirements of those motorists who prefer entirely to look after their own cars. For instance, decarbonisation and valve adjustment are very simple, and it can be justly said that the Morris Minor S.V. two-seater in every sense of the term is an extremely economical car to run. It has undergone more than six months' secret testing of the most rigorous kind, and I am very pleased with its behaviour."

The new car is finished in naval grey with red upholstering and lining. The body is coach built, and has a cellulose finish.



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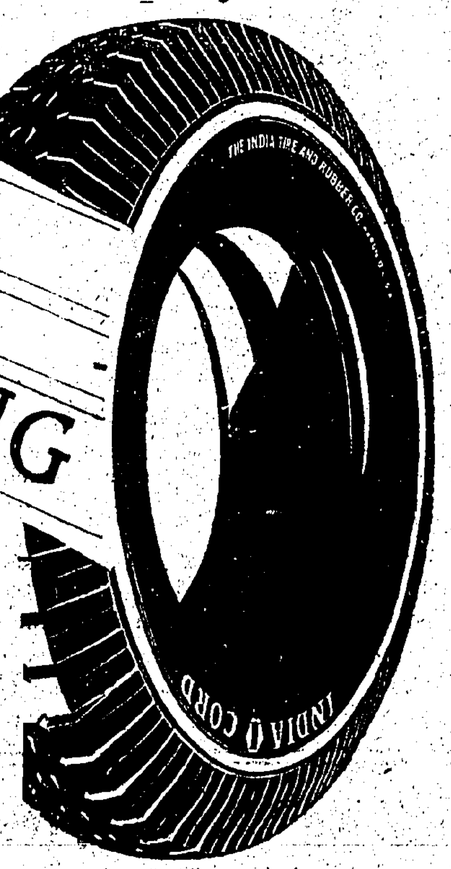

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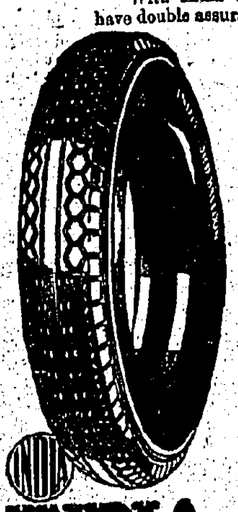

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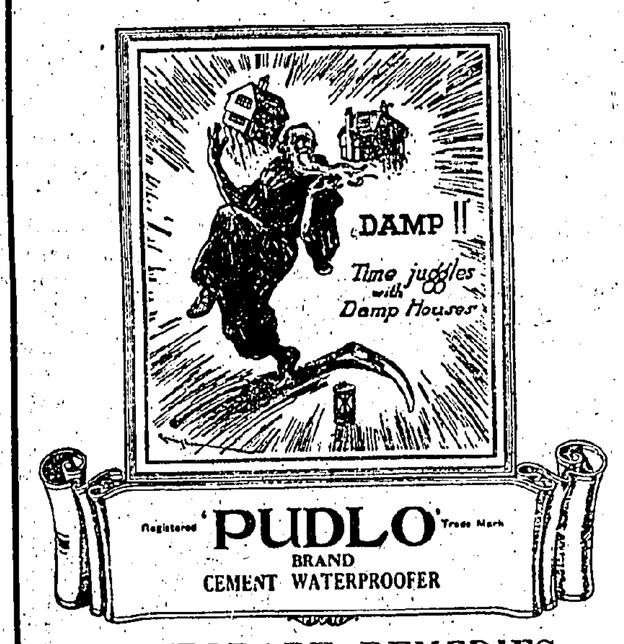

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WOMAN KILLED BY MOTOR BANDITS.

KNOCKED DOWN BY CAR GOING AT 70-M.P.H.

BIG HAUL IN RAID ON JEWEL SHOP.

A woman died in St. George's Hospital, Wapping, last month, from injuries received when she was knocked down by a motor-car containing four bandits who were racing away at seventy miles an hour after raiding a jeweller's shop in Commercial-road, E.

The woman, Mrs. Sarah Gratofsky, aged fifty-eight, of Cable-street, E., was going towards her home when the motor-car mounted the pavement at the corner of Dellow-street, E. Mrs. Gratofsky was pinned against the wall of a school, and the motor-car overturned. The bandits, two of whom ran into Shadwell Station, vanished in the confusion.

Diamond rings were strewn over the pavement where the motor-car overturned, and empty jewel trays were found under the seats. Dummy number plates had been screwed over the real number plates to disguise the identity of the ownership of the motor-car.

Overturned Car.

Sidney Cohen, a fifteen-year-old tailor, of Cable-street, E., who was one of the first to arrive at the scene of the tragedy, said to a pressman: "I saw Mrs. Gratofsky lying on the ground near an overturned motor-car. Rings were strewn in the roadway. My brother and I ran up to the woman and carried her to a doctor's surgery across the road. Almost at the same time I saw three young men scramble from the car and run in different directions."

Mr. M. Max, proprietor of the raided jeweller's shop, said: "I had left the shop in charge of my two sons, Woolf and Isadore. Woolf heard a crash at the window. He ran out and saw a man dash to a motor-car with trays of rings from the window.

"He attempted to stop the man, but the motor-car was beginning to move and the escaping bandit managed to enter it before my son could stop him.

"My two sons gave chase in a [illegible] ing at the time. Rings worth more than £1,500 were taken from the window."

The Flying Squad of Scotland-yard were immediately informed of the raid, and within a few minutes detectives were scouring London in search of the men.

WORLD COURT ISSUE.

AMERICA URGED TO JOIN.

Washington, January 21.—Renewed interest in proposals for United States adherence to the Court of International Justice at the Hague was created in Washington to-day when Mr. Elihu Root, a former Secretary of State, was summoned to testify before the Senate committee on foreign relations.

Mr. Root, one of America's foremost authorities on international law, explained views with regard to the World Court. He drew attention to his belief that the Senate reservations to American membership in the Court are covered by the Root protocol, under which it is proposed that America join in the deliberations of the tribunal. Mr. Root further said that he believes the protocal and the reservations amply protect America against so-called foreign entanglements.

The time is most opportune for American membership in the world court, Mr. Root said.

Senator William E. Borah, Republican of Idaho and chairman of the Senate foreign relations committee, minimized reports to the effect that Mr. Root's appearance before his committee might inject the world court issue into the present "lame duck" session of Congress.

When the present Congress convened President Hoover sent a proposal that action be taken on the plan to bring about United States adherence to the world court under the terms of the Root protocol. But the Senate foreign relations committee voted to refrain from sending a report on the proposal to the Senate until the new 72nd Congress convenes next December.

NEW RUBBER MERGE IN AMERICA.

U.S. RUBBER COMPANY ABSORBS TWO OTHERS.

Detroit, January 21.—A new merger in the rubber industry was announced here to-day when officials of the United States Rubber Company revealed that they have obtained control of two other rubber products manufacturing concerns in widely separated parts of the country.

The United States Rubber interests have acquired the Gillette Rubber Company of Eucltire, Wisconsin, and the Samson Tire and Rubber Corporation of Los Angeles, California.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1.30 p.m.—Weather report, local time and commercial news.
2 p.m.—Close down.
4 to 7 p.m.—Chinese programme.
6 to 6.30 p.m.—Chinese children's concert.
7 to 10.30 p.m.—European programme of Columbia records supplied by Messrs. Anderson Music Co.
7 to 7.45 p.m.—

Variety.

Octette—"My Inspiration Is You."—J. H. Squire Celeste Octette.
Octette—"A Kiss Before the Dawn."—J. H. Squire Celeste Octette.
Song Medley—"Ella Retford."—Ella Retford (Commedienne).
Pianoforte Solo—"A Cottage for Sale" (Robison).—Fred Olding.
Pianoforte Solo—"On the Sunny Side of the Street" (McHugh).—Fred Olding.
Song—"Two-Two-Double Two Timbuctoo." — Norah Blaney (Soprano).
Duet—"The Alpine Milkman" (Sarony).—The Two Gilberts.
Duet—"Shut the Gate (Sarony).—The Two Gilberts.
Chorus—"Widdicombe Fair" (arr. Weston and Lee).—The Regal Dramatic Players.
Duet—"She's a Great Great Girl."—Layton and Johnstone.
Entertainer—"Sing Ho! For the Days of Drinking."—Norman Long.

7.45 to 8.30 p.m.—

Orchestral, Choir and Band Music.

"Cossack's Cradle Song" (Gretschaninoff). — Don Cossack's Choir.
"Cavalleria Rusticana" — Selections (Mascagni).—The British National Opera Company's Orchestra.
"Light Cavalry"—Overture (Suppe).—Court Symphony Orch.
"Crown Diamonds" — Overture (Auber).—Bournemouth Municipal Orch.
"Le Bombardier" (Pares).—The Band of the Garde Republicaine of France.
"Marche Indienne" (Sellenick).—The Band of the Garde Republicaine of France.

8.30 to 8.45 p.m.—

Selections from the Talkies.

"Rio Rita—If You're in Love You'll Waltz."—Edith Day and Geoffrey Gwyther.
"Rio Rita—Rio Rita."—Edith Day and Geoffrey Gwyther.
"The Gold Diggers of Broadway" — Selections. — Regal Cinema Orchestra.

8.45 to 9 p.m.—

Organ and Pianoforte Solos.

"Fire Crackers" (Donald Thorne). Donald Thorne (Pianist).
"Spring Feelin'" (Donald Thorne). — Donald Thorne (Pianist).
"Rhapsody in Blue" (Gershwin, arr. Maclean).—Quentin M. Maclean (Organist).

9 p.m.—Weather report, local time, etc.

9 to 9.30 p.m.—

A Concert.

Song—"Don Giovanni" (Thus Betrayed) (Mozart). — Miriam Licette (Soprano).
Song—"Don Giovanni" (Strike, O Strike). — Miriam Licette (Soprano).
Violin Solo — "The Zephyr" (Hubay).—Efrem Zimbalist.
Violin Solo — "Valse—Bluette" (Drige-Auer).—Efrem Zimbalist.
Vocal Duet—"Moon"—Enchanted (Dowdon-Besley).—Dora Labette and Hubert Eisdell.
Song—"Columbine's Garden" (Dowdon and Besly).—Hubert Eisdell (Tenor).
Song—"Little Lady of the Moon" (Weatherly and Coates). — Hubert Eisdell (Tenor).

9.30 to 10 p.m.—

Operatic.

"Patience"—Vocal gems (Gilbert and Sullivan).—Columbia Light Opera Co.
Fredrica—(a) "I Love Him So, (b) "God Has Sent a Lovely Day" (Popper and Lehar).—Lea Seidl (Soprano).
"Maritana"—Vocal gems (Wallace).—Clara Serena, Francis Russell, Denis Noble and Chorus.
"Rigoletto" (Vile Race of Courtiers) (Verdi).—Carlo Morelli (Baritone).
"Rigoletto" (My Mistress) (Verdi).—Carlo Morelli (Baritone).

10 to 10.30 p.m.—Experimental relay.

"God Save The King."

Listeners are reminded that it is now necessary to obtain Broadcast Receiving Licences for the current year. These are obtainable at the Radio Office, Des Vœux Road, Central. The licence fee is $10.

MR. LLOYD GEORGE'S NEW YEAR MESSAGE.

(*Continued from Page 1.*)

So the seas and rivers are frozen with fear and commerce between nations cannot move freely. Will anyone have the courage to turn on the icebreakers and cleave a fairway for trade between the nations? The lowering of the Bank rate in America is a wise and courageous action and must help.

The diplomatic situation in Europe is not calculated to restore confidence unless there is a visible improvement soon in international relations. Since the signature of the Peace Treaties the position has not been so disquieting as it is now. During the disturbed conditions that unavoidably followed the war there was no danger of any general conflagration.

The war spirit had burnt itself out. But it is welling up again, especially amongst the young men who saw nothing of the war. On the Continent of Europe wherever you go "the next war" is being freely discussed and the groupings in that impending war are canvassed. It seems too foolish to be credible. But there it undoubtedly is.

A friend of mine who has a large circle of acquaintances in many lands writes to me:—

"1930 has been throughout the world a year of fear, suspicion, hatred, depression and despair, with a few bright streaks to illumine the gloom. A French reserve officer wrote: 'I am now going on manœuvres. I shudder when I think that before long our mock warfare will be real, that Italy and Germany and Russia are preparing to attack us! Poor France! My poor children!' A Pole told me: 'If I had my way I should hang 30,000,000 Germans. Any moment they may hurl their troops against us. We shall be crushed between Russia and Germany!' A Russian said: 'We may be attacked at any time. The capitalists are preparing war on us. The Poles want the Ukraine and they are backed by the British and French.' A German said to me: 'Everyone would die willingly to get the Polish corridor back. We shall never stick being treated as we are.' An American remarked: "It is pitiful to see the contrast between my friends to-day and as they were before the crash came in November, 1929. Decent fellows, hard working, will do anything for any kind of job.' Disillusionment is the keynote of 1930."

PUBLIC AUCTION.

THE Undersigned have received Instructions from The Liquidators of The Industrial Commercial Bank

To Sell by
PUBLIC AUCTION
on
WEDNESDAY, JAN. 28,
Commencing at 2.30 P.M.
At the Premises of The Industrial Commercial Bank, Queen's Road Central,

A LARGE QUANTITY OF FURNITURE, AND VALUABLE OFFICE FITTINGS

Comprising:—

Teak Desk, Office Chairs, Typewriting Tables, Teak Filing Cabinet, Large Carved Teak Table and Chairs, Teak Benches, Bookcases, Teak Telephone Booth, Large and Small Steel Filing Cabinets, Copying Press, Remington Typewriter, Wall Clock, Table, Fans, Electric Lights and Fittings, Large Mirrors, Burroughs Adding Machine, Sandstrand Adding Machine, Monroe Calculating Machine, Automatic Time Stamp Machine, etc.,

also

Large Combination Steel Cabinet
Herring Hall Marvin Safe
York Safe.

On View from TUESDAY, the 27th January, 1931.

TERMS:—Cash on Delivery

LAMMERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by
PUBLIC AUCTION
on
FRIDAY, JAN. 30, 1931,
Commencing at 2.30 P.M.
At Their SALES ROOM, Duddell Street,

A LARGE QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

Comprising:—

Blackwood and Teak Hatstand, Chesterfield Couch and Chairs, Plush Covered Drawing Room Suite, Teak Silver Cabinet, Teak Book-case, Dining Table, Chairs, Sideboard, Teak Wardrobe with Bevelled Mirror Doors, Dressing Tables, Teak and Camphorwood Chests of Drawers, Brass, Iron and Teak Bedsteads, Large English and Tientsin Carpets and Rugs, Curtains, Large Blackwood and Marble Top Round Table and Stools, Chinese Hand Paintings, Cutlery, Crockery, Glass Ware, Brass Ornaments and Curios, Wardrobe and Cabin Trunks, Gramaphones, Records and Cabinets, etc., etc.

also

A Collection of Blackwood Ware.

A Quantity of Very Fine Porcelain Flower Pots and Stands

and

One Piano by W. Robinson & Co.

TERMS:—Cash on Delivery.

On View from THURSDAY, the 29th January, 1931.

LAMMERT BROS.,
AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell by
PUBLIC AUCTION
on
THURSDAY, JAN. 29,
Commencing at 11 A.M.
At Their SALES ROOM, 4, Duddell Street,

A LARGE QUANTITY OF RADIO PARTS

Comprising:—

Insulators, Universal Model Transformers, Condensers, Pocket Voltmeter, Spaghetti Tubing, Soldered Tubes, Peerless Flux, etc., etc., etc.

(The above all More or Less Damaged)

TERMS:—Cash on Delivery.

LAMMERT BROS.,
AUCTIONEERS.

CENTRAL THEATRE

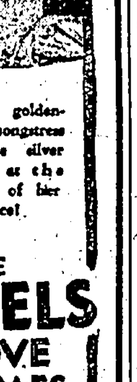
TO-DAY to SATURDAY

At 2.30, 5.10, 7.15 & 9.20 p.m.

NEXT CHANGE

Bookings at Anderson and the Theatre (Tel. 25720).

MAINTAINING APPEARANCES



WHATEVER ASSEMBLY ONE ENTERS, THE PERSONALITY OF A SMARTLY DRESSED MAN IS FELT AND RESPECTED.

TO BE WELL DRESSED IS A SOCIAL DUTY, AND THIS IS EASILY CARRIED OUT AT

BROWN'S

7, Duddell Street, 2nd floor
Opp. Gospel Hall)
Tel. 23056.

THE SILVER SCREEN.

CENTRAL THEATRE.

"THUNDERBOLT."

Tense drama, in setting as intriguing as any ever brought to the screen, comes to the Central Theatre to-day, when "Thunderbolt," George Bancroft's new all-talking picture is shown. The gripping situations, surpassing the tremendous episodes of "Underworld," pulse with life-giving dialogue and sound.

Harlem, New York's Negro district, with all its sinister, hidden underworld, is revealed on the screen as it actually is. Bancroft portrays the part of a hard-fighting gang boss in love with Fay Wray, Erie von Stroheim's beautiful heroine of "The Wedding March." The girl repulses Bancroft and, in an effort to go straight, turns to Richard Arlen. They fall in love but Arlen incurs the enemity of Bancroft.

Bancroft, has sworn to kill young Arlen, the likeable hero-aviator of the famous "Wings." They are together in Sing Sing's death house. Will Bancroft kill the youth? Will he let Arlen be sent to the chair? Will Bancroft go to the chair?

Josef von Sternberg, the man who made "Underworld," in which Bancroft made his initial great hit, made "Thunderbolt."

QUEEN'S THEATRE.

"ROMANCE."

"Talking pictures of wedding ceremonies, exhibited to couples on every anniversary, will do much toward smoothing out martial tribulations."

So believes Clarence Brown, noted director, who sponsored the first "play-back" marriage when George Stohlman was married to Viola Evans, screen player, during the filming of "Romance" at the Metro-Goldwyn-Mayer studio.

Miss Evans, working in the new Greta Garbo picture showing from Sunday at the Queen's Theatre, was married to Stohlman on the set. When the ceremony was over, Brown presented the couple with a "play-back" recording of the nuptial vows, a microphone having been secreted near the impovised altar.

"If talking pictures were made of weddings, I think occasional viewing of the films would impress upon husbands and wives the sacredness of the vows they took," Brown declared recently. "Hasty upheavals and petty fault findings that so often lead to divorces might thus be avoided."

The new Garbo talkie is adapted for the screen by Bess Meredyth and Edwin Justus Mayer.

Lewis Stone and Gavin Gordon head the supporting cast which includes Elliott Nugent, Henry Armetta, Clara Elandick and Countess Nina de Liguoro.

CASTLE FOR HIS GIFTS.

EMBARRASSMENT OF PEOPLE'S IDOL.

A brief but courteously turned message was published expressing Mussolini's wish that no Christmas presents should be offered him either by private individuals or public bodies.

It would be difficult to imagine the kind of bombardment against which this simple statement is the means of defence. From every part of the country and from people in every walk of life the strangest assortment of gifts had been showered upon the Duce. From wild animals to pocket-books, and from articles of clothing and food to saddles, sabres, and motor-car mascots, there is almost no present that had not been offered to him.

At first anything suitable was sent to hospitals and various institutions or divided among his family and friends, but large numbers always remained, and increased with the years, to be put away in cupboards and attics, until a year or two ago a castle had to be bought for the sole purpose of housing this motley collection of gifts.

This was the Castle of the Caminade, just outside Predappio, where, as a blacksmith's son, the future leader of Italy was born. He would have been a prophet indeed who could have foretold that that castle would one day be required to contain the nation's tributes to the naughtiest boy in the village school.

SERVICE TO READERS.

THE HONG KONG DAILY PRESS, Ltd., and the HONG KONG WEEKLY PRESS, through their London Office, at 53, Fleet Street, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available motoring facilities, suitable shop [illegible]

If, when at home, they will call or telephone to the above address they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

DIFFICULT DECISIONS

By GLUYAS WILLIAMS

THE YOUNGEST AND NEWEST MEMBER OF THE OFFICE FORCE, WITH A TICKET FOR THE BIG GAME ON THE 50 YARD LINE, WONDERING WHAT HE OUGHT TO DO WHEN THE PRESIDENT OF THE COMPANY IS ALLOTTED A SEAT BEHIND THE GOAL POSTS

11-18 (Copyright, 1930, by The Bell Syndicate, Inc.) GLUYAS WILLIAMS

"WORTH HIS WEIGHT IN DIAMONDS."

AMERICAN AUTHOR'S VIEW OF THE AGA KHAN.

"If the Aga Khan is worth his weight in gold to his Moslem followers, to the British, whom he so steadfastly befriends, he should be worth his weight in diamonds."

This striking sentence occurs in a detached, and in many respects original, view of present-day India formed by Colonel E. Alexander Powell, the American explorer, who has recently enjoyed special facilities to investigate Indian problems, and who has given the result of his inquiries in his latest travel book, "The Last Home of Mystery". (John Long, 18s.).

The tribute relates to the signal service rendered by the Aga Khan during a critical period in 1920 at Delhi—"whereupon British officialdom heaved a deep sigh of relief," since his eloquence and astuteness secured Mohammedan support in the resistance to Hindu demands for "Dominion status within a year."

The peculiar aspects of Hindu religious ceremonies are vividly described by Colonel Powell in the story of the temple at Madura and nuclean gods.

The tendency of European firms to underpay their British employees in India, and thus lower the native respect for the Englishman, is ruthlessly exposed.

"The Last Home of Mystery" is almost brutal in its frankness.

CLASSIFIED ADVERTISEMENTS.

PREMISES TO LET.

TO LET.—New FLATS in LYEE-MOON BUILDINGS, Nos. 1 and 2. Latest Conveniences. Sanitary Fittings. Automatic Lift and Electric Refrigeration. Ready for Occupation.—Write G.P.O. Box No. 432. TELEPHONE No. 20721. [754

TO LET.—GROUND FLOOR of No. 8A, DES VOEUX ROAD CENTRAL; At present in the Occupation of the NETHERLANDS INDIA COMMERCIAL BANK, Available from 1ST APRIL, 1931.—Apply to DAVID SASSOON & Co., LTD. [10308

HOUSES TO LET.

SIX ROOMED HOUSE in MINDEN AVENUE, KOWLOON. — Apply HUMPHREYS ESTATE & FINANCE Co., LTD., ALEXANDRA BUILDINGS. [243

TUITION GIVEN.

BLIND TOUCH TYPEWRITING Taught by CHUN-SHING TYPEWRITING, 3, OLD BAILEY STREET. Terms Moderate. SPECIAL SYSTEM USED. Rapid Success. For Particulars, please write to PRINCIPAL. [753

GODOWN TO LET.

TO LET.—Newly Built Modern GODOWN about 6,500 Square Feet on CANTON ROAD Behind the HONG KONG & KOWLOON GODOWN COMPANY'S GODOWNS. Facility for Loading and Unloading from CANTON ROAD.—Apply to Box 755, c/o *Hong Kong Daily Press*. [755

POSITIONS VACANT

WANTED.—ENUMERATORS for the CENSUS. Knowledge of Chinese Essential. Work will take place in Evenings and on Saturday Afternoons and Sunday. Fee for the duty, $20. Apply in Person to Superintendent of Census, MERCANTILE BANK BUILDING, 2ND FLOOR, between 4 and 6 P.M. [244

WANTED in MARCH, An ELECTRICIAN to take charge of Maintenance of all Electrical Motors, Switch Gear, etc., in Large Manufacturing Concern in Hong Kong. State Experience, Salary required and send Copies of Testimonials.—Reply P.O. Box No. 525. [225

POSITION WANTED.

YOUNG PORTUGUESE LADY Seeks Employment as STENO-TYPIST, NURSE (Formerly of the MANILA HOSPITAL) or GOVERNESS. For Particulars please apply to Box 209, c/o *Hong Kong Daily Press*. [209

WANTED.

WANTED — SECOND-HAND PIANO. Must be in Good Condition. State Maker's Name and Price.—Box No. 198, c/o *Hong Kong Daily Press*. [198

FOR SALE.

A FEW HUNDRED SHARES of a Well-Established Lithographic Co. in HONG KONG, Fully Paid Share of $10.00 Each. What Offer?—For Particulars please apply to Box No. 210, c/o *Hong Kong Daily Press*. [210

MISCELLANEOUS.

BELO & Co. undertake the Building and Re-wiring of RADIO SETS (Long and Short Wave Sets). Satisfaction Guaranteed. Moderate Charges.—For particulars please apply to P.O. Box 311. [224

PRE-PAID ADVERTISEMENTS.

The following classes of advertisements are charged at the price given below:—

SITUATIONS VACANT. HOUSES AND APARTMENTS TO BE LET.
HOUSES AND APARTMENTS WANTED. MISCELLANEOUS WANTS.

When so required replies to box numbers will be posted to advertisers daily. Extra stamps for postage should be remitted.

All advertisements must be authenticated by the name and address of the sender.

Announcements not exceeding **25** Words are inserted under this heading at a Pre-paid Rate of **One Dollar** for THREE INSERTIONS. If Charges collected, $1.50.

THIS FORM MAY BE USED.

Please insert ..... times. Enclosed ..... in payment.

Signature..... *Address* .....

Address:—The ADVERTISEMENT MANAGER, "Hongkong Daily Press," 11, Ice House Street, or P.O. Box 1.

"DICK" SHEPPARD RESIGNS.

CONSTANT ILL-HEALTH COMPELS RETIREMENT.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 26.

The Dean of Canterbury, the Very Rev. Hugh Richard Lawrie Sheppard, D.D., M.A., well-known in connection with his broadcast on religious services, is resigning on February 28, on his doctor's advice.

The Dean's health is improving steadily, but his doctor warns him not to continue his work in Canterbury.

SCHNEIDER TROPHY RACE.

BRITISH GOVERNMENT NOT TO BLAME.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 26.

In the House of Commons to-day the Prime Minister expressed his willingness to receive a deputation on the subject of the Government decision not to enter an official team for the Schneider Race, but doubted if it would serve much purpose now. Personally, he was keenly interested in the matter. He claimed that as the Government decision was known 15 months ago they were not to blame if there were no British entry.

UNDER POLAR ICEFIELD.

PLANS FOR SUBMARINE ADVENTURE.

Preparations for Sir Hubert Wilkin's 2,100 miles voyage beneath the North Polar ice from Spitzbergen to the Behring Sea are nearing completion, and, according to Commander Sloan Danenhower, who will have charge of the submarine Nautilus, the expedition will be ready to start next spring.

Commander Danenhower returned to New York recently from France, whither he had gone to invite Jean Jules Verne, grandson of the famous author, to officiate at the christening of the former U.S. Navy submarine O.12 next February in Philadelphia.

Before the Nautilus leaves for Norway tests will be made under the ice off Nova Scotia.

Commander Danenhower is confident of the success of the expedition, as the craft is equipped with every possible scientific device to ensure the safety of the eighteen men who will comprise the crew. He expects an average voyage of fifty miles a day under the Polar ice. The vessel will come to the surface every twenty-four hours to make observations and report wherever practicable. The chief object of the expedition is to chart the curve of the ocean bed in the vicinity of the North Pole.

ARREST OF A WIDOW.

BIRD FANCIER'S DEATH.

There was a dramatic development in connection with the mysterious death of Charles Benfold, a bird fancier, of Oliver-street, South Moor, Durham, who was found battered to death at his home on December 5, 1930.

Police visited Joicey-terrace, Oxhill, where the widow, Mrs. Jane Ann Benfold, has lived since the tragedy, and arrested her on a charge of murder.

She was later brought before the magistrates and was remanded.

Mrs. Benfold is in delicate health, and members of her family pointed out that her mother died that morning.

The Benfold's two little daughters, Gladys and Ellen, have in the space of a month lost their father, seen their mother arrested on a murder charge, and lost a grandmother with tragic suddenness.

Mr. Philip Snowden's acid answer that he did not intend doing anything in the matter of stabilizing Service pay and pensions was only to be expected from a Chancellor, who looks upon the Fighting Services as little more than an expensive burden. The only consolation the Fighting Services can find lies in the reflection that Mr. Snowden is not likely to be the arbiter of this question much longer, and that it is at least reasonable to hope that his successor may realize that, but for the Fighting Services, he might now be serving a Prussian junker. Naval officers have a more definite grievance in this matter than those in the Sister Services, in that they are further denied marriage allowance. To the average layman the periodical publication of an "index" of the cost of living, always showing that this is cheaper than it was, is sufficiently irritating because he knows by practical experience that this is not in accordance with the fact, that although the world is said to be suffering from a "glut," in commodity prices he has to pay, if anything, just a wee bit more.

QUEEN'S

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

The romance of a convent girl and a cafe singer of Seville is Novarro's finest talking role. His gay wit, his passionate love-making, his tragic acting, his glorious singing, make this an unforgettable event!

Ramon NOVARRO
with
DOROTHY JORDAN
RENEE ADOREE
NANCE O'NEIL
ERNEST TORRENCE
Directed by
CHARLES BRABIN

NEXT CHANGE

A smashing Fox Movietone drama which crashes in and exposes the glamourous nightlife of New York.

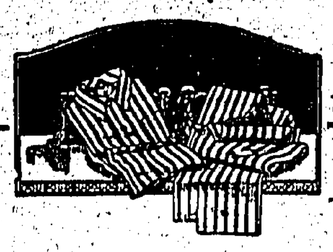
See the startling revelations in this Fox all talking movietone drama!

STAR

FINAL SHOWINGS TO-DAY
At 5.30 & 9.20.

A TENSE MURDER DRAMA

HOLMES
HERBERT
in
"CHARLATAN"
with
MARGARET
LIVINGTON



PYJAMAS

Dressing Gowns
Bath Robes
Slippers
in new
styles

Designed to fit—with fullness and freedom at every point. There is luxurious comfort in our sleeping suits and you get much more—style, and wear.

Made from a fine cotton Zephyr, with neat stripes or a silk-like cloth of refined appearance in plain or wide stripes For warmer weights we have a fine Ceylen Flannel or "Viyella," all cut for comfort in wear.

Prices range from $10.50 per suit.

10% DISCOUNT FOR CASH

Mackintosh's

THE ASIA COAL & BRIQUETTING CO., LTD.

Manufacturers of Coal Ovoids or briquettes under the trade name "Cokets."
A highly efficient fuel under boilers with or without forced draught. A clean fuel for household use.
A ton of "Cokets" does the work of 1½ tons of ordinary lump coal—a great saving in dollars and cents.
Other advantages, two thirds less smoke, less work in firing, steam raising and in ash removal.
Special prices quoted for bunkers and factories upon application. Ask for samples immediately.

RULING CASH RETAIL PRICES FOR HOUSEHOLD:

Hong Kong:—$19.00 per ton ex godown. Delivery charges extra.
Kowloon:—$19.00 per ton delivered.

For full particulars about delivery charges, please apply to the Company's Office, China Building, 2nd floor.

Parfumerie Rigaud

PARIS.

"MARY GARDEN"
Perfumes that sell themselves

because the packing is attractive, the contents fascinating and the price amazing. Copious selection with or without alcohol from stock goods to scents for the Smart Set.

AGENTS:
VICENTE ATIENZA & CO.
No. 54, Nathan Road, Kowloon.
Tel. 5755.

WHITEAWAYS

SPECIAL SALE BARGAINS IN PYJAMAS

THE "CEYLO"

Men's Medium Weight Ceylon Flannel Pyjamas. Striped Designs in Good Colourings.

SALE PRICE:
$7.95 Suit.

THE "ORIENT"

Men's Heavy Weight Twill Ceylon Flannel Pyjamas. Broad Block Striped Designs. These are Real Good Value.

SALE PRICE:
$10.00 Suit.

THE "ARCTIC"

Men's Heavy Weight Pure Wool Flannel Pyjamas. Soft and Comfortable to wear.

SALE PRICE:
$20.00 Suit.

MEN'S OUTFITTING DEPARTMENT.
WHITEAWAY, LAIDLAW & CO., LTD.

ST. JOHN'S CATHEDRAL ANNUAL MEETING.

DEAN'S REVIEW OF THE YEAR'S WORK.

SATISFACTORY FINANCIAL POSITION.

The annual church meeting of St. John's Cathedral was held yesterday evening in the Cathedral Hall. The Dean (the very Rev. A. Swann) presided and with him on the platform were the Rev. H. V. Koop, Mr. G. S. Archbutt and Dr. G. A. C. Herklots, Hon. Secretary.

THE DEAN'S ADDRESS.

The Dean in his review of the work of the Cathedral during the past year, said that formerly their annual meeting had been rather on the lines of that of a limited company—business like but uninspiring. He hoped this meeting would show itself to be one of people keenly interested in the work in hand—the greatest of all work—namely the furthering of God's kingdom on earth.

Last year had been the first year's working of the new constitution, 29 persons instead of 8 having been directly responsible for the Cathedral's works.

The monthly choral communion at the morning service had been very successful, the average number of communicants being 50. On the other hand there had been a regretable falling off in the 8 a.m. celebrations. Attendance at early service involved a sacrifice and an effort, and the attendance was a criterion of the strength of the church's life in a place. He regretted that the average attendance was as low as eleven. He appealed to the Church Council Members to set an example by attending early communion. No improvements in music, or finance or attendance at other services could compensate for this essential weakness.

Evening services had been well attended, the children's services had been crowded and the social activities, particularly the whist drives arranged by Mrs. Brindley had been most successful. Finances were in a healthy condition and the Dean specially thanked Colonel Wyatt for his work as Treasurer, and Mr. H. Owen Hughes for stepping into the breach when Col. Wyatt left. The music under the direction of the Rev. H. V. Koop and Mr. F. Mason had been maintained at an excellent level. Mr. Mason was going on well earned leave but had promised to put off his departure till after Easter. In conclusion the Dean said that the electorial roll was only 146, and he appealed for more members of the congregation to give in their names.

SECRETARY'S REPORT.

The Secretary, Dr. Herklots, in the course of his report said that from January 28, 1930 to the present date, the Cathedral Church Council met on five occasions. The average attendance being twenty. The Evangelistic Sub-Committee met three times, the Arts' four times and the other Sub-Committees when occasion required.

The Agenda at some of the meetings has been extremely crowded resulting in long meetings and the skimping of the consideration of certain matters. The Secretary agrees with the Dean's suggestion that perhaps an extra Church Council Meeting or meetings might be held to consider only the adoption of Sub-Committee reports.

Changes in the Church service have been inaugurated, as for example the institution of a monthly Choral Communion Service. This has generally been favourably received and the number of communicants, in consequence, has shewn a marked increase. The use of a part of the New Prayer Book Communion Service has been unanimously approved of by the Council and other changes, especially [illegible] Services, have been approved and introduced.

From February 1930—January 1931, $689.80 have been spent on repairs to the Cathedral, and $159 on repairs to St. John's Hall. The most of these monies were expended on repairs to the roof but seats, windows, floors, notice board, etc., are also included in the list.

In the main body of the Cathedral, the High Altar has been replaced by a larger one. This involved new frontals, etc.

The new set of frontals will shortly be completed. The white and blue have been given by Lady Pollock and the green made by members of the M.U. The Burse and Veil, two stoles and book markers to match, have been made by Mrs. Koop helped by other ladies. The red frontal is to be begun shortly by the Mother's Union. A zinc lined case for the new frontals, has been provided.

The old Altar in the Lady Chapel has been replaced by a larger one with new Frontal and Curtains. A picture "The Light Incarnate" by Frank Dicksee, R.A., has been given by Mrs. Doyle.

Pews are being replaced by chairs as money becomes available. The increased number at the children's service made re-seating necessary. The Dean will welcome further donations to complete this scheme.

The old Altar (with its Frontal and Curtains) is being placed in the Protestant Cemetry Chapel, Government kindly making the necessary alterations to the building.

FINANCES.

Mr. G. S. Archbutt (Chairman of the Finance Committee of the Church Council) said that the excess of expenditure over income was only $2,410, compared with $10,600 in 1929. Expenditure had amounted to $40,189, this including the payment of the Rev. H. Copley Moyle's pension in sterling. Their income from investments was up, and the goodwill fund had brought in $12,743, as against $10,600 for pew rents. The policy in abolishing pew rents had, therefore, been justified. Collections had been less then expected and he appealed for efforts in that matter. There was a small debit balance on the St. John's Review account, but it was hoped to make that publication self-supporting in future.

With regard to the budget for 1931 a special donation of $10,000, made anonymously, for use at the Dean's discretion, had been included in the income. They were asking for $25,000 from the goodwill scheme and offertories.

With regard to expenditure alterations, placed at $1,500, to the Cathedral Hall were to allow of a private room, very much needed for special interviews, etc.

The accounts and budget were adopted, Mr. P. S. Cassidy paying a warm tribute to the work of Mr. Archbutt, which the Dean endorsed, asking the meeting not to forget what Mr. Owen Hughes had done as Treasurer.

The following were elected to the Diocesan Council:—Mr. A. Cheung, Prof. J. Forster, Dr. G. A. C. Herklots, Mr. H. Owen Hughes, Mr. F. Mason, Mr. N. L. H. Railton, Prof. J. L. Shellshear, Mr. E. G. Stewart, Mrs. G. D. R. Black, Mrs. P. Brindley, Mrs. Duppuy, Mrs. A. Swann.

The following were elected to the Church Council:—Mr. G. S. Archbutt, Mr. R. T. Barrett, Mr. H. J. Best, Mr. A. Cheung, Mr. B. E. Fielder, Prof. L. Forster, Mr. B. H. C. Hallowes, Dr. G. A. C. Herklots, Mr. H. Owen Hughes, Mr. F. W. James, Mr. F. Mason, Mr. N. L. H. Railton, Prof. J. L. Shellscombe, Mrs. G. D. R. Black, Mrs. P. Brindley, Miss Drury, Mrs. Duppuy, Miss Gray, Mrs. A. Swann, Mrs. C. Thwaites.

UNIVERSITY WOMEN'S HOSTEL

MORE DONATIONS FOR BUILDING FUND.

We are very pleased to be able to print the following list of further donations to the University Women's Hostel Building Fund. As will be seen the sum is slowly but surely mounting up, and each contribution, though not large in itself, has meant a real sacrifice on the part of the giver.

When the Hostel is an accomplished fact, no one will be able to point to it and say: "What an extravagence, it was not really needed!" For there will be the figures to prove that it was built literally of the pence and half-pence of girls, women, and sympathisers, who so firmly believed in the urgent need for such a building, that they spared what they could personally, and were willing to wait, work and hope for the fulfilment of their plans through lean years, when the hope of seeing them realised in concrete form seemed very distant.

The Joint Hon. Treasurers of the Organising Committee of the University Women's Hostel beg to acknowledge the following further donations:—

Miss Cooper	$ 10.00
St. Stephen's Girls' College ($30, $40, $40)	110.00
Miss Mackie	15.00
St. Paul's College	50.00
Friends in England per Miss E. S. Atkins	300.00
Miss Arnot Reid (£30)	441.00
Miss Braga	20.00
Miss E. M. Middleton Smith ($37.04, $19.29)	57.23
St. Stephen's College ($160, $60)	220.00
Miss B. M. Pope ($183.60, $81)	264.60
Mrs. Pearson	38.59
Bank interest on December 31, 1930	522.20
Already acknowledged	27,253.41
Total	$29,302.03

A fancy dress ball, organised by the women undergraduates in aid of this fund, will be held in the Great Hall of the University on Saturday, February 7, at 8.30 p.m. Those who attended last year's ball will need no urging to repeat so enjoyable an evening, especially as the entrance fee is put at so low a figure as $2.50.

S.S. KOCHOW STILL AGROUND.

NO DANGER OF BREAKING UP.

The latest news regarding the s.s. Kochow is that she is still aground near Campbell Island, about five miles below Shamshui on the West River.

It is stated that the ship is safe, there being no danger of her breaking up, although the attempt to get her off on Monday morning was unsuccessful. The reason for that is that she was too heavily laden, and the work of taking off her cargo was begun, but in view of the shallowness of the water in that particular place, this proved to be very trying, as great care had to be exercised in taking small lots off to begin with, placing them on small craft and then transferring them to bigger junks which were anchored where the water was deeper. This was carried on until yesterday and it is confidently expected that as soon as she is relieved of her cargo, the ship will be refloated.

The ship's company have remained on board and the officers and crew are reported to be taking the mishap very cheerfully in spite of the fact that the weather is very cold on the West River just now.

RETURN OF ROLLING STOCK.

ONLY 100 CARS STILL DETAINED BY MILITARISTS.

Nanking, January 22.—Mr. Sun Fo, Minister of Railways, announced yesterday of over one hundred military units still being detained by the troops under Shih Yu San, all the rolling stock commandeered by various military units have been returned to the Ministry. These still detained are also expected to be returned within this month.

Minister Sun said that, in order to improve communications, the Ministry was arranging to purchase one hundred locomotives, several hundred passenger coaches, and [illegible] use on the various Railways. Half of the funds needed will be appropriated from the Boxer Indemnity Refunds; the remainder to be financed by the banks.

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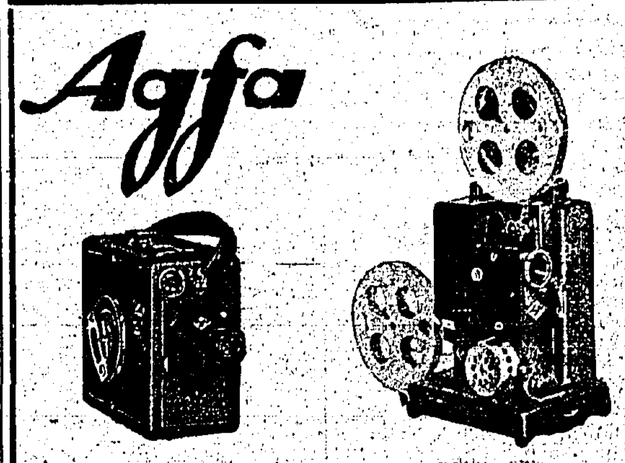
Agfa



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EVOLUTION OF TRANSPORT BY SEA.

FROM SAILING SHIP TO OCEAN LINER: INTERESTING ADDRESS AT ROTARY CLUB TIFFIN.

DAYS OF FAMOUS CHINA TEA CLIPPERS RECALLED.

A very interesting talk on the evolution of transport by sea in recent times was given by Capt. E. Aikman, R.N.R., at the Rotary Club tiffin held yesterday at Lane, Crawford's Restaurant and presided over by Sir William Hornell. There was a very large gathering of Rotarians present.

In introducing Capt. Aikman, Sir William said he was the General Superintendent for the ocean fleet of the Canadian Pacific lines.

WONDERS OF MODERN INVENTIONS.

Capt. Aikman said in the course of his speech that the transition in the evolution of transport by sea had been so tremendously rapid during the past thirty years that it savoured more of revolution that evolution, notwithstanding the fact that evolution was constructive and revolution destructive. Transport by sea was one of the exceptions to that rule.

Two of the main factors which had contributed to the tremendous advance in marine transport were, firstly, the introduction of the steam engine to marine propulsion, and secondly, the shortening of navigation distance by the opening of the Suez Canal and more latterly the Panama Canal. Prior to the opening of the Suez Canal, transport was almost exclusively by sailing ship and the sailing ship era had just reached its prime at that time.

Capt. Aikman went on to speak of the wonderful China tea clippers of the seventies and added that passages in those days were made under considerable discomforts. The size of the ships of those days probably averaged 1,000 gross tons. It was only in the more recent times that the tonnage of sailing ships rose from 1,200 to 2,500 tons and it was not difficult to realise how the tea clippers of those days fared in heavy weather.

A Famous Race.

The speaker, in touching upon the extent of the development of sailing in those days, recalled the famous race made in the seventies between five ships which raced from Foochow to London. They all sailed together from Foochow and took several routes and they all met in the Doldrums in the Atlantic. Later two of the boats, the Ariel and the Taiping, met off the Lizard and raced up the Channel. Capt. Aikman said that there was a famous painting of these two ships racing up the Channel in full sail. Both the vessels docked at about the same time in London and the whole of the five ships engaged in the race docked almost within twenty-four hours of each other. Small wonder that that was one of the most famous races under sail in history.

Speaking of the length of voyages in the days of sail, Capt. Aikman said that a passage to Australia varied from 65 to 95 days. A passage to San Francisco, which meant sailing round Cape Horn generally took about 140 to 150 days. A journey to China and Japan took 130 to 160 days.

The speaker recalled coming out to Japan in 160 days in a vessel belonging to the Standard Oil Company. His longest passage was one which he made in 1902 from Hamburg to San Francisco. The voyage took 7 months and 10 days and the vessel did not touch port anywhere. The shortest passage was when he sailed from Yokohama to Columbia River, a journey which took 20 days.

These figures, said Capt. Aikman, gave some idea of the length of time and the discomforts that had to be undergone under sail. When Capt. Aikman went to sea, sail was already on the decline as the opening of the Suez Canal had given steam a chance to make itself felt.

Evolution of Steam.

Speaking of the evolution of steam, Capt. Aikman said that the prime factor in the operation of [illegible] engineer gained in experience he found out new ideas and methods of economy so that gradually steam made itself more and more evident. Up to the time of the opening of the Suez Canal steam was only used for short voyages and probably at that time very few people thought steam would oust sail.

The old compound engine, said the speaker, with the jet condensers, probably worked at boiler pressure at something like 60 to 80 pounds and the consumption would be 2.5 pounds of fuel per indicated horse power per hour. After the introduction of the triple and quadruple expansion engines and then turbines with direct drive which they had in ships like the Empresses of Russia, Asia and France, the fuel consumption was reduced to 1.2. In the latest of the Canadian Pacific's fleet, the Empress of Japan, there was a pressure of 420 pounds and the consumption was reduced to a fraction below .6 pounds.

Fuel consumption had been reduced by about two-thirds during the past 35 to 40 years and with the reduction of consumption an increase of speed was possible. If the old type of engines had to do something like 21 knots it would be impossible owing to the quantity of fuel required, but nowadays a speed of 21 and even upwards could be accomplished at an economical consumption.

Coming to the decline of the sailing ship, Capt. Aikman said that the Suez Canal killed the China tea trade for the clippers as the steamers took that business away. The sailing ships then traded to Australia and round Cape Horn to the west coast of North and South America. Then came the opening of the Panama Canal and the War proved to be the death blow to sailing ships and they went out almost in a day.

Modern Comforts.

Speaking of modern comforts, Capt. Aikman spoke of the work done by naval architects who studied the conditions of a ship while at sea. The result of their study was that sailing is now very much more pleasant for people who are not accustomed to travel at sea.

Science, also, was working hand in hand with progress. With the increase in speed, the next question was the keeping of a very accurate schedule and that was a real strain on shipmasters. Had not modern science stepped in, the brain power which had been put in by the marine engineer would have been wasted.

Capt. Aikman, speaking of wireless, said that Marconi's invention was the greatest factor for safety at sea. It had done more for the safety of life at sea than anything else. It was also by means of wireless direction finders that navigation at sea could be rendered accurately even when observation of the celestial bodies was not obtainable. "We owe a great deal to Marconi for his wonderful invention," said Capt. Aikman.

Capt. Aikman then spoke of the advantage of the gyro compass over the magnetic compass. The gyro compass, he said, picked up its power from the rotation of the earth and it was a very accurate means of keeping one's course.

The Echo Machine.

Another interesting modern invention was the echo machine by means of which the depth of the ocean could be instantaneously determined while the ship was travelling. By means of this machine, the bottom of the ship was tapped and the sound travelled to the bottom of the sea and then came back to the machine, and by this means the depth could be established immediately and not when the ship was a mile away, as by the old method.

Capt. Aikman spoke of other modern invention which added to the comfort of passengers. The refrigerating machine has resulted in an extended cuisine and some ships can match, in this connection, the best hotels on shore. (Applause.)

(Continued at foot of next column.)

At the conclusion of the address, Sir William Hornell called upon Mr. B. Wylie to thank Capt. Aikman. Mr. Wylie said:—On behalf of the Rotary Club of Hong Kong I thank you for your most interesting address to-day. It has been very interesting to me, particularly that part in which you referred to the taking of soundings, I think I am right in saying that everyone in this room to-day, who had no special knowledge of shipbuilding or of nautical affairs, must have been surprised at how simply and efficiently and with what safety soundings can be taken to-day to ensure the safety of the ship and passengers.

On behalf of the Club again I thank you for your address. (Applause.)

ACTION AGAINST NEONLITE CO.

CLAIM FOR PAYMENT OF COMMISSION.

PARTNERSHIP QUESTION BROUGHT UP.

Mr. Justice Jacks heard a case in the Summary Court yesterday in which Mr. J. M. Xavier of Granville Road, Kowloon, sued the China Neonlite Company of 24A, Des Voeux Road Central, and Ip Lan Chuen, Ip Tai-known and Mr. J. E. Malarchy, partners therein, for payment of commission alleged to be due in consideration of the introduction to defendants of clients who purchased Neonlites. Plaintiff further asked for a statement of accounts in connexion with purchases made by the firms introduced, named as the Asiatic Petroleum Company (South China) Ltd., the Standard Oil Company of New York, and the Hong Kong and Shanghai Hotels, Ltd.

Mr. T. J. Prior appeared for the first, third and fourth defendants, Mr. Horace Lo for the second defendant, and Mr. D. L. Strellett was for plaintiff.

Mr. Strellett said there had been considerable difficulty in tracing Mr. Lo's client, and he was entitled to assume that he had not specifically denied partnership. Mr. Lo now came along at very short notice and entered this plea. He claimed that second defendant had ample time to deny partnership beforehand.

Mr. Lo replied that his client was a man of repute in the Colony, and was not the sort to evade service. He (Mr. Lo) had both telephoned and written Mr. Strellett denying partnership.

Partnership Issue.

Mr. Strellett complained that Mr. Lo did not notify him until 11 a.m. on Saturday, and as nothing could be done until Monday, it was then very late to prepare a case on the partnership issue. He submitted that the defendant could have put in an appearance before, and specifically denied the partnership.

"By not appearing before, and now entering this plea, he is actually to gain by non-compliance with the order of the Court, added Mr. Strellett.

His Lordship adjourned the issue until after the hearing of the case against the Company, adding that if judgment were given against the Company, he would then consider the question of defendant's partnership. The question of costs would be adjourned for the time being.

Opening his case, Mr. Strellett said that plaintiff, answering an advertisement by defendants, had a conversation with Mr. Ip Tai-kwong, one of the partners, but the terms offered, of commission only, did not suit him, and he did not take it on. Later, Mr. Malarchy, another partner, called on him and pointed out the good prospects of the canvassing appointment, and he agreed to take the position. The terms were five per cent. of the purchase price to be paid to him on the completion of the buying contract, and a further five per cent. when the Neonlite sign was finally delivered and hung up. Plaintiff had nothing more to do than to influence people to buy the signs.

Plaintiff lost a certain amount of interest after working very hard for a time, and he found it impossible to live on the commission he was making, but the fact remained that he influenced the sales in question, and he was entitled to commission.

The case was adjourned.

JAPANESE WIDOW ROBBED.

PORTUGUESE ON SERIOUS CHARGES.

COMMITTED FOR TRIAL.

Anastracio Dos Remedios Marquis, an unemployed Portuguese, 35 years of age, and of no fixed abode, was charged before Mr. Butters at the Kowloon Police Court yesterday with having robbed Mrs. Nishioka on January 5 at her house, No. 58, Haiphong Road, of $119 in money, one silver watch, one silk purse, one Japanese chop and one key, the total value being $129.50; also with having used personal violence.

Sub-Inspector Rozeskwy, who prosecuted, stated that the complainant was a widow, and at the time of the robbery was residing at 58, Haiphong Road. About 9.30 p.m. on January 5, she was alone on the second floor, when she heard a knock at the front door. She called out in Japanese and received no reply. She called out again, but still received no reply. She then opened the door and saw the defendant standing outside.

She asked him not to come in, and was about to close the door, when the defendant forced it open, and seized her by the shoulders. At the same time a Japanese entered the room, and both men then seized her by the neck.

Produced Toy Pistol.

The defendant then produced a toy pistol, and asked her where she kept her money. She told them it was on the table, and the Japanese then went over to the table but could not find the money. She then told them, in reply to further questions, that the money was under a kimono. The Japanese examined the kimono, and took the money together with the various other articles. Both men then left.

Mrs. Nishioka, giving evidence, said that when the defendant came in he seized her by the shoulders, and asked her not to make a noise. She shouted out for help, but the defendant put his finger into her mouth. She fell down and one of the men put a potato into her mouth to keep her quiet. They then asked her for her money. She replied that it was on the table. The Japanese searched for it and not finding anything, returned and squeezed her throat, and forced her to tell them where the money was. When the men let her go the complainant got under the bed and remained there until they went away.

Tooth Knocked Out.

When the potato was put in her mouth, a tooth was knocked out. The defendant had come on three previous occasions to her house, in order to engage a room.

The complainant stated that at the time of the robbery both men were quite sober.

A Chinese detective said he arrested defendant in a photographer's shop at 28, Haiphong Road, the following morning. Defendant said to witness on being arrested:—"I know why you have arrested me. It is all over a fight in the Japanese woman's place last night."

Defendant denied in Court, having said anything to the detective, when arrested. He added that he knew nothing of what had happened on the night of January 5. He was under the influence of liquor.

Alleged Confession.

Another Chinese detective corroborated what the first Chinese detective had said, and added that defendant had said to him: "A Japanese went up to the 2nd floor of No. 58 with me."

Sub-Inspector Rozeskwy, giving evidence, stated that he had found defendant's passport when he searched the house.

The Magistrate committed defendant to trial at the next Criminal Sessions at the Supreme Court.

RECENT LORRY ACCIDENT.

INQUIRY INTO DEATH OF CHINESE GIRL.

At Central Magistracy yesterday, Mr. R. E. Lindsell sat as Coroner (with a jury) at an inquiry into the death of Hung Liu Lin, a Chinese girl, who was knocked down by a motor lorry (No. 3026) near the junction of Water Street and Queen's Road West on the afternoon of January 16.

After medical evidence was taken, a *foki* of the Foo Heung Wing firm of flour and sugar merchants, went into the box. He said that he was sitting beside the driver at the time of the accident. They were proceeding along Queen's Road West, and when they got near Water Street, two girls rushed into Queen's Road West from Water Street and the front left part of the lorry hit the girl and knocked her down. He felt the front left wheel go over the girl, but the driver brought the vehicle to a standstill before the rear wheels could pass over the girl.

A Hostile Crowd.

Continuing, witness said that the driver was about to get down when the crowd which had collected round the lorry threatened to strike him. The driver then drove the lorry away and it was then that he felt a slight bump on the rear wheel, as if the left one had rolled over the child. Witness concluded by saying that he was of the opinion that the deceased was to blame for the accident. She rushed into the road so suddenly that the driver had no time to pull up. The latter could not swerve to either side as the road was crowded at the time.

P.C. B 77 said that he was on street duty at West Point. He had been stationed there for the past year. On the day in question, he was in Queen's Road West, and when the driver saw him, the latter called out to him, stopped his lorry and made a report about the accident. He also said that the crowd had threatened to strike him. In answer to the Coroner, witness said that he did not notice that the crowd was very hostile; as far as he knew, there was only one instance when a mob attacked a driver after the latter had knocked a man down in that district.

Acting Sub-Inspector Saunders then gave evidence to the effect that the lorry was in good mechanical order. He had tested it after the accident and found both brakes to be very effective.

Further evidence was taken after which the inquiry was adjourned till Friday.

NEW BARRISTER ADMITTED.

MR. TUNG FAN LO, B.A., LL.B.

Mr. C. G. Alabaster, O.B.E., K.C., Attorney-General, made an application before Mr. Justice Wood in the Supreme Court yesterday for the enrolment of Mr. Tung Fan Lo as a barrister. He stated that Mr. Lo had been called to the Bar by the Honourable Society of Grays Inn on July 2 last year.

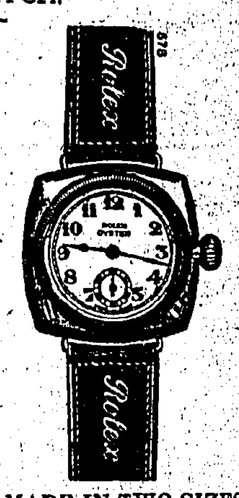
He was educated in Hong Kong, having commenced his studies at Saiyingpun School, now King's College, and later went to Queen's College and Hong Kong University. He graduated (B.A.) in 1927.

He then left for London and upon his arrival there he was at once admitted to the Faculty of Law, University College, and the Honourable Society of Grays Inn.

In July, 1930, he gained the LL.B. of the University of London, with honours and passed the final examination for the Bar.

His Lordship, in admitting Mr. Lo, wished him every success in his future practice.

THE
ROLEX-OYSTER
WRIST WATCH.



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PANLING HUNT & RACE CLUB.

A PAPER HUNT will be held on SUNDAY, FEBRUARY 1ST. Meet POTTS' BUNGALOW at 3.15 P.M. [241

PANLING HUNT & RACE CLUB.

STEEPLECHASE MEETINGS will be held at KWAN TI Race Course on SUNDAY, FEBRUARY 8TH, and SUNDAY, MARCH 22ND.
ENTRIES for the FEBRUARY MEETING CLOSE on WEDNESDAY, JANUARY 28TH, at NOON to MESSRS. THOMSON & Co., YORK BUILDINGS. 240

WAR DEPARTMENT CONTRACTS.

POTATOES, ONIONS, SUGAR AND MUSTARD.

SEALED TENDERS will be Received at the Office of the OFFICER COMMANDING, ROYAL ARMY SERVICE CORPS, HONG KONG, at 12 NOON on MONDAY, FEBRUARY 2ND, 1931, for the SUPPLY of Potatoes, Onions, Sugar and Mustard to Troops in the Hong Kong Area, during a Period of THREE MONTHS Commencing 1ST MARCH, 1931.
Form of Tender and Full Particulars in connection with these Contracts can be obtained by a Letter addressed to O.C. R.A.S.C., VICTORIA BARRACKS, or in Person between the Hours of 9 A.M. and 1 P.M. Daily, except Sundays. [237

AGATE CUTTERS.

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WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.15 p.m., stated:—

The anti-cyclone remains to the north of the Lower Yangtsze Valley, and has weakened slightly. Strong to fresh monsoon will prevail along the S.E. Coast of China, and over the N. China Sea.

Local Forecast:—N.E. winds, fresh; cloudy generally; some drizzle or mist.

MARRIAGES.

BLOOMFIELD—LOPATO.—On January 22, at Shanghai, FRANK ALFRED BLOOMFIELD to HELEN LOPATO.

SCHMUSER—BUBESHKO.—On January 10, at Tientsin, LYDIA, eldest daughter of Mr. and Mrs. S. O. BUBESHKO, of New York City, to Mr. HANS SCHMUSER.

DEATH.

HYKES.—On January 18, at Harrisburg Penna, U.S.A., ESTELLE, beloved wife of ARTHUR B. HYKES, formerly of Shanghai.

Editorial and Business Offices: 12, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
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The Daily Press.

HONG KONG, JANUARY 28, 1931.

THE RELEASING OF MAHATMA GANDHI.

MAHATMA GANDHI has been released! His attitude is one of reserve and while waiting the train for his favourite storm centre of Bombay he remarked that he kept "an open mind on the present political situation," and that he would not commit himself until he had conferred with certain colleagues who had attended the Round Table Conference. Presumably those responsible have carefully calculated the effects of this release and of those that will follow. Friendly gestures of this sort have their advantages, but while tempering justice with mercy is always commendable, it is quite another thing to abandon justice and let loose the forces of disorder. It is fairly safe to say that India is quieter when Mr. GANDHI is in prison than when he is either directing or inspiring non-co-operation or some other form of civil rebellion. It is impossible to dismiss Mr. GANDHI as a political intriguer or a pious fraud. He has captured the imagination of India, and no one, from Viceroys downwards, can resist the spell of his sincerity and the charm of his personality. It was not very long ago that Mr. GANDHI proclaimed the pre-eminence of his social and economic teaching over the political issue. He admitted that India was not ready to dispense with the British *raj*, and he emphasised that the British were "good administrators and just judges." He did not want the industrialisation of India. Indians should stick to their cottage industries and their primitive agriculture. The hand-spinning wheel was made the emblem of the movement, and MAHATMA GANDHI turned his wheel while giving political teaching. India did not want Wigans, and Boltons, and Bradfords. They did not want the poorer classes herded into docks and factories for the benefit of a small monied class of Indians and Europeans. But MAHATMA GANDHI does not keep clear of politics. He preaches non-violence and fasts when violence takes place, but he favours a policy that leads to violence. He sets himself by his civil disobedience campaign against the "good administrators and just judges," who keep peace in the land, holding the balance evenly between Muslem and Hindu. Is MAHATMA GANDHI the tool of the Swarai party, which wants to rule India, or does he think that only by driving out Britain can India be saved from industrialism? That he is seeking personal gain, or even personal power only a few die-hards believe. Is he now inspired by fanatical hatred of England, or is he merely short-sighted?

It remains to be seen what the effect of the Viceroy's clemency will be. British opinion is divided. Conservative papers see not the slightest justification for Lord IRWIN'S action. Liberal and Labour organs rejoice in it; but the papers in question always approve of the type of Minister of whom DRYDEN said with bitter flippancy,

"During his office treason was no crime,
"The sons of Belial had a glorious time!"

On the whole we are of opinion that the right course has been taken. A very good atmosphere was created at the Round Table Conference, and there was a general desire that political prisoners should be released. It is well to give this practical indication of Britain's good-will. There is still enough strength in our rule to permit of generosity, but if that generosity be taken for weakness, and abused by new outbreaks of disorder, no doubt Mr. GANDHI and his confederates will be quickly marched back to their cells.

BRITAIN'S IRON AND STEEL INDUSTRY.

Of the great staple industries of the United Kingdom iron and steel has made the most progress in the post-war reconstruction that goes by the name of "rationalisation." The reason for this is that the immense expansion of plant that the War called forth was found immediately after the cessation of hostilities to be unnecessary so far as the supply of the home market was concerned; and, as all the important steel producing countries were also involved in the War, they also had made a parallel expansion. In consequence great amalgamations of British steel firms, accompanied by the severest writing down of capital, have been witnessed during the past decade, and although all the difficulties due to the War have not yet been surmounted, the British steel industry is a long way ahead of many other industries in putting its house in order.

Last year was a difficult one for the industry. The continued fall of wholesale commodity prices has tended to make buyers hold off, and output of both pig iron and steel was much smaller in the latter months than the earlier months of the year. In the case of steel ingots and castings, the monthly table compiled by the National Federation of Iron and Steel Manufacturers shows that the monthly average output in 1913 was 639,000 tons. The pig iron output of British foundries has never again reached more than about three-quarters of the 1913 output.

An examination of the figures for imports and exports of iron and steel for September last reveals some interesting features. With regard to imports it may be noted that these were in quantity a trifle (2.2 per cent.) less than a year ago, but the fall in value was as much as 11.6 per cent. This fall in imports may be due to a lessened demand of the home market, though there is little evidence of this, or it may point to the fact that demand for the home product is greater. Two of the greatest demands at present from the home market are for the steel for steel-frame buildings and the growing practice, as demonstrated by the exhibits at the recent Motor Show, of making motor bodies of stamped steel. There was a steep decline in the amount of steel exported last autumn as compared with that of the same period of 1929, but in value the fall was not proportionate. There are not wanting signs that in this industry at any rate stability in prices may be shortly reached. In the present conditions of world-wide depression in trade much more attention is paid to the share in home trade than to actual exports. A slump will be succeeded by expansion, and if the share can be maintained intact all will be well in the long run. It is noteworthy, therefore, that in some markets, and those which for certain reasons might not be considered the most propitious—such as India—there has been an expansion or at least a maintenance of Great Britain's share of the iron and steel trade. In conclusion it may be said that there has been a slightly better tone in the industry of late. The tendency to stability in prices, already noted, is helping to bring orders, and some expansion is expected in the near future, for it is known that customers' [illegible] A number of the British steel manufacturers are also colliery-owners, it is anticipated that the benefits which flow from the Coal Mining Act of last year will have its effect on the general prosperity of the iron and steel industry.

★ News and Views ★

Another Life of Christ.

Dr. James Mackinnon, the Regius Professor of Ecclesiastical History at Edinburgh, whose books have hitherto dealt with secular subjects, has written for Longmans "The Historic Jesus," the standpoint of which is that of the independent thinker trying to apprehend the revelations of God and the Divine in the human, reflected in the unique life which the Gospels record.

Joffre's Last Hours.

It was a generous notion on the part of General Weygand, the new Generalissimo of the French Armies, to visit the death-bed of Marshal Joffre. For by this gesture he has put an end to the old Foch-Joffre contraversy and the bitter thoughts expressed about that contraversy by lesser men. This dramatic reconciliation was particularly appreciated in Catholic circles in France, and it is rumoured indeed that the visit was arranged by Cardinal Verdier, Archbishop of Paris. For the old Marshal of the blue eyes and the vague manner at the last, reconciled himself with the Church. It was only last June that the Victor of the Marne unveiled a statue to himself at Chantilly—his old headquarters.

There is to-day a reawakening of public interest in the improvement of our courts of law and the question of the enormous cost of litigation is receiving prominence in all quarters, chiefly because it effects all classes of people. In a carefully prepared work entitled "In Quest of Justice" (published by Mr. Murray) Mr. Claud Mullins, a practising barrister, reviews the whole problem and gives many examples of litigation, past and present, bringing out its human aspect, and, since he believes that it is never convincing to criticise without being also constructive, Mr. Mullins has made many suggestions as to the general lines upon which reforms could possibly be introduced. Sir Leslie Scott, K.C., onetime Solicitor-General, contributes an encouraging letter of introduction.

G.W.R.'s £1,750,000 Decrease.

In his New Year message to the staff Mr. James Milne, general manager of the G.W.R. says:—"The year which has closed has proved to be one of exceptional difficulty. The present depression in the coal, iron and steel trades, from which the G.W.R. derives about 80 per cent. of its total freight tonnage, has seriously affected its revenues. It is evident that the decrease in traffic and dock receipts for 1930 will be in the neighbourhood of £1,750,000. In these circumstances, however unpleasant it may be a reduction in wages costs, which represent the major portion of the railway expenditure, is inevitable." A comparison between the 47 weeks to November 23, 1930 and the same period in 1929, shows that passenger receipts decreased by £410,000, merchandise by £575,000, and coal and coke by £326,000, totalling £1,311,000.

A Cheerful Motor-car Manufacturer.

Mr. Victor Riley, chairman and managing director of Messrs. Riley (Coventry), Ltd., the motor-car manufacturers, says:—As a motor-car manufacturer I believe I have the good fortune to belong to one of the very few British industries which in these days are able to take a reasonably optimistic view of the outlook on the threshold of 1931. May not the reason be that almost alone amongst British industries we offer our products at actually lower prices than we did before the war and that these products are infinitely better in every way than their predecessors of 16 years ago? If we could recapture but a quarter of the United State's immense trade in motor-cars with our overseas markets—that is, if we could sell them 150,000 of the cars they want—it would almost double our production at home, would provide nearly twice the volume of employment, and would lead to still lower prices in the home as well as the oversea markets. The small-engined car is coming into its own. This is a market wherein Britain has always been predominant, and now is our chance to get away with it.

Jewish Industry.

Two Polish Jews, who had emigrated from Whitechapel to Australia, had prospered exceedingly. In gratitude for their Whitechapel upbringing, they determined to adopt sixteen destitute Jewish children from their old home and to finance them and settle them in Australia. They set out to find the children. They were given a list of 9,000 destitute and friendless children in Whitechapel. Among the 9,000 there were only seven children of the Jewish faith. This is a tribute not only to Jewish thrift and industry, but to the spirit of racial freemasonry which exists among the Jewish people.

Sailors Shanties.

Shanties were labour songs sung in the days of the sailing ships by sailors of the merchant service, only while at work, and never by way of recreation. The idea was that by getting the men thus interested their task would be performed in a more contented condition of mind, for of course it is a common experience that when we sing, hum or even whistle there is a clear indication of mental contentment. Before the day of factories and machinery, all forms of work were literally manual labour, and all the world over the labourer, obeying a primitive instinct, sang at his toil: the harvester with his sickle, the weaver at the loom, the spinner at the wheel. Long after machinery had driven the labour-song from the land, it survived at sea in the form of shanties, since all work aboard a sailing vessel was performed by hand; but, ultimately, when the steamers displaced the sailing ships, the shanty practically ceased to be used. The method of singing these old ditties was for the song to be rendered by the shantyman, and the chorus by the sailors, who performed their work in time with the music. So far as the words were concerned there was no need for any connection of relevancy between the verses, nor were rhymes required. All that mattered was that the rhythm should be preserved and that the words should be such as would keep the sailors merry or interested. A good shantyman with a nimble wit was worth his weight in gold, especially when he was able to improvise effectively, and he was excused all other work on the ships save light or odd jobs.—*Westminster Glee Singers' Programme.*

★ Local Notes and Events ★

The Hon. Mr. W. E. L. Shenton and Mr. D. M. Tratman left yesterday for Shanghai by s.s. President Jackson.

We have received from the local branch of the Linotype & Machinery Co., Ltd., a new year present in the form of a neat diary and pocket book bound in green leather.

The Hong Kong Society for the Prevention of Cruelty to Animals has decided to hold its Annual Carnival Ball this year, on Friday, March 6 at 9.15 p.m. This will be during Race Week.

For the week ended January 24, there were 7 cases (3 deaths) of diphtheria, 1 case of small-pox, 2 cases of scarlet fever, 7 cases (2 deaths) of enteric fever and 1 case of paratyphoid fever.

The Hong Kong Society for the Prevention of Cruelty to Animals has decided to hold its Annual Carnival Ball this year, on Friday, March 6 at 9.15 p.m. This will be during Race Week.

The five pirates who were captured by the Canton police after the raid on the China Merchants' s.s. Hsin Ming, at Bias Bay have been sentenced to death by Admiral Chan Chak.

Dr. and Mrs. Fennelly left for England *vid* America yesterday by s.s. President Jackson. Dr. Fennelly, who is the past President of the British Association of Practical Psychology, gave a series of lectures recently in the City Hall.

Mr. Francis C. Millington, managing director of Messrs. Millington, Ltd., arrived from Shanghai by the s.s. President Taft, accompanied by Mrs. Millington, and are staying at the Peak Hotel. Mr. Millington is on a business visit in connection with local advertising and expects to return to Shanghai by the same vessel next week.

A report has been made to the police by Dr. T. W. Ware of the Government Civil Hospital to the effect that while he was driving his car down Breezy Path on Monday night, the wheels skidded and collided with a wall. After the impact the car immediately caught fire but fortunately was not extensively damaged. Dr. Ware was uninjured but received a shaking-up.

Inland lot No. 3105, situated in King Kwong Street, Wong Nai Chung, consisting of 4,750 square feet with an annual rental of $28 and an upset price of $19,000, was purchased at the land sale at the P.W.D. in Monday by Mr. Chung Chung Shan at $30,800.

Captain Robert Dollar, who underwent an operation for bladder trouble recently, is now reported to be recovering. At one time there was some anxiety felt for Captain Dollar as he was 86 years of age, but physicians have announced that the shipping magnate is recovering rapidly. During the past few days Captain Dollar has received messages from all parts of the world wishing him a speedy recovery from his illness.

The annual meeting of the St. Andrew's Club was held on Monday night, with the Rev. W. W. Rogers in the chair. After the usual business had been transacted the following officials were elected for the ensuing year:—Chairman, Rev. W. W. Rogers; Hon. Secretary, Mr. R. H. Wong; Hon. Treasurer, Mr. N. A. E. Mackay; General Committee, E. Landolt and Messrs. E. F. Fincher, R. Baldwin and H. Kew.

The mystery surrounding the death of a Chinese coolie who was found dead in a nullah in Soy Street, Kowloon, has been cleared up by the police. At first the police suspected that it was a case of murder, as a cloth gag was found inside the man's mouth, but at a *post-mortem* examination held later in the day, it was found that the deceased died from natural causes. It appears that the man accidentally fell into the nullah; and the alleged gag *was found* to be a piece of material clinched in the dead man's teeth.

Remarking that the adding of pure water to milk could scarcely be injurious to health, Mr. Butters, at the Kowloon Magistracy yesterday discharged a delivery boy who was charged with having for sale a can of milk unfit for human consumption. The constable who arrested the defendant stated that he saw the boy filling the milk can with water at a street fountain at Hunghom. The defendant pleaded guilty but stated that he was ignorant [illegible] He was delivering the milk to Whitfield Barracks when near Hunghom he fell from his bicycle with the result that a quantity of the milk was spilled. Fearing the anger of his master he refilled the can with water.

Convicted of unlawful possession of 17 jars (22 gallons) of dutiable Chinese wine and five pounds of dutiable Chinese tobacco, a Chinese fireman, employed on the s.s. Tai Lee, was fined $250 or in default two months' imprisonment for possession of the wine and $100 or six weeks' hard labour in connection with the tobacco.

Looking Back 25 Years.

It was only to be expected that the Scotch community in Hong Kong would not let the 25th of January pass without in some form commemorating the birthday of their national bard, but this year there were very good reasons for not holding the celebration on Thursday, and so the concert, arranged by the St. Andrew's Society, took place on Saturday night in St. George's Hall. There was a good attendance—though near the platform there were a number of empty seats labelled reserved—H.E. Major General and Mrs. Villiers Hatton and the Hon. Mr. and Mrs. Gershom Stewart were present. The concert, with one exception, was thoroughly Scotch, the place of honour being accorded the lyrics and ballads of Robert Burns, whose memory is being kept green by "Scots the warl o'er," in various ways at the time, and while the programme gave undoubted satisfaction one could not fail to note the omission of a song which is associated with all Burns celebrations. —*Hong Kong Daily Press*, January 29, 1906.

Looking Back 50 Years.

Minutes of a meeting of the Foreign Community of Canton, convened by the Shameen Garden Comittee, and held in the Reading room of the Canton Club, on the 27th instant, 1881. Present:—Mr. E. Deacon in the chair; Dr. Carrow, Messrs. G. M. Smith, Adams, Fearson, Howie, Roberts, Stewart, Stokes, Koch and Sampson. The Chairman read the circular calling the meeting, and called for the Committee' Report which was read by Mr. Sampson. Proposed by Mr. Smith, and seconded by Dr. Carrow, that the Shameen Committee be authorised to accept from the Canton Club, the Shameen ground lot No. 54, together with the premises erected thereon and the sum of two hundred dollars for the conversion of the same into a residence [illegible] which the Garden Committee hold a mortgage on the said land and premises. Carried Unanimously.—*Hong Kong Daily Press*, January 29, 1881.

SUMMARY OF NEWS.

Local.

A report of the annual church meeting of St. John's Cathedral, which was held yesterday evening, will be found on Page 6.

The s.s. Kochow which ran aground in the West River on Sunday is still hard and fast and efforts are being made to refloat the vessel. Page 6.

Mr. Tung Fan Lo was admitted as a Barrister in the Supreme Court yesterday. Page 7

A claim for commission was commenced before Mr. Justice Jacks at the Summary Court yesterday against the Neonlite Company. Page 7.

A Portuguese was committed for trial in connection with a recent robbery in a house in Kowloon occupied by a Japanese widow. Page 7.

An interesting talk on the evolution of sailing and steamships was delivered by Captain E. Aikman, R.N.R., at the Rotary Club luncheon yesterday. Page 7.

At the Central Magistracy yesterday, Mr. R. E. Lindsell sat as Coroner at an inquiry into the death of a Chinese girl who was knocked down by a lorry in Queen's Road West on January 16. Page 7.

To-day's wireless programme. Page 4.

Shipping Intelligence. Page 15.

Sport.

Hong Kong's Interport Football Probables beat the Army in the second trial game. Page 10.

Twenty-one racing days have been fixed by the Hong Kong Jockey Club for the year. New conditions are attached to the Aggregate Stakes and other races. Page 10.

Latest Cables.

China's Foreign Postal Rates are to be increased from February 1. Page 9.

Arising from the reappointment of Mr. Theodore as Federal Treasurer, a split has arisen in the Australian Labour Party. Page 9.

A Bill has been sent by the American Senate to the House of Representatives creating a new Government in American Samoa. Page 9.

The new Premier of France, M. Laval, who is the son of a butcher, has already made history. He has included a negro in the Ministry. Page 9.

Mr. J. F. Darling, Director of the Midland Bank, yesterday delivered an address at the luncheon of the Royal Empire Society on the "Rehabilitation of Silver." Page 9.

Mr. G. W. Brophy, who is engaged on a flight from Shanghai to Manila *vid* Canton, was forced down at Diongloh, south-east of Foochow, owing to bad weather. Page 9.

Mahatma Gandhi was accorded an enthusiastic reception from dense crowds in Bombay. He appealed to his admirers:—"If you love me, go home and spin me yarn." Page 9.

A private meeting of the Liberal party was held on Monday evening, when it was decided to lay on the table of the House of Commons a resolution calling on the Government to adopt an unemployment programme. Page 9.

A Bas Chevalier!

The great care that British municipal authorities are taking to see that Maurice Chevalier does not corrupt his British audiences is a touching example of governmental materialism. Either they are asking for translations of his songs to be submitted in advance, or else they require him to sing in English. We are not as a nation such linguists, or so versed in French, that the risks of listening to Chevalier in his native tongue might not safely be run.

Jack Diamond out of Hospital.

Looking feeble, emaciated and shabby, Jack Diamond, the gang leader, crawled out of the Welfare Island Hospital, New York, on December 31. There he found sanctuary after the murderous attack on him last October, when he was shot in the room of the chorus girl, Marion Roberts. With three bullets still in his body, New York's most notorious gangster was a mere shadow of his former swaggering self. The municipal launch brought him from the island to up-town New York, where he was met by Mrs. Diamond and some faithful myrmidons. As he never expected to see New York's sights again, he was taken for a motor [illegible] of the city with a police car in front and a similar car behind. Later Diamond left for his country estate at Accra, which is guarded like a fortress against attack.

AVIATOR BROPHY SAFE.

FORCED DOWN AND RETURNS TO FOOCHOW.

[THROUGH REUTER'S AGENCY.]

FOOCHOW, Jan. 27.

Mr. G. W. Brophy arrived here early this afternoon and called on the British Consul, when he reported that he had been forced down near Diongloh, south-east of Foochow, owing to bad weather and ice forming on the wings of his machine.

The propellor was slightly damaged on landing, but the machine is intact.

The repairs are expected to take three days, when Mr. Brophy will proceed to Canton.

He hopes to take off from Canton for Manila on Saturday.

Welcome Preparations at Manila.

MANILA, Jan. 27.

Eleventh-hour preparations for an elaborate reception for Mr. Brophy have been dampened by the absence of receipt of news of his arrival at Canton.

Those sponsoring the reception are uneasy, as the flier had not been heard of by three o'clock this morning. Queries to Canton have brought no reply.

Mr. Brophy left Shanghai in a Waco Model "F" open cockpit biplane on Friday, intending to make a non-stop flight to Canton *en route* to Manila, as a test flight for the establishment of air lines. Owing to adverse weather he was forced to land at Chuchow, about 200 miles south of Shanghai. He resumed the flight and reached Foochow safely, but since leaving that place there has been no further news of the airman.

Bad Weather Conditions.

Mr. Brophy's machine is fitted with wheel brakes, which would enable him to land in about about 40 yards—less if a fairly strong wind is blowing—and although the country over which he is flying is rugged and rough, it seems possible that he is standing by for some reason, probably until weather conditions are more favourable.

Mr. Brophy was expected to reach Canton at two o'clock on Monday afternoon, but his prolonged absence is leading to much anxiety for his safety. It seems probable, however, that he has made a forced landing somewhere and is awaiting favourable conditions before resuming the flight.

CHINESE EASTERN RAILWAY DEFRAUDED.

LOSS ESTIMATED AT FIFTEEN MILLION DOLLARS.

(Wah Tsz Yat Pao.)

MUKDEN, Jan. 27.

A system of fraud by some officials at Changchun Station, on the Chinese Eastern Railway, on the freight receipts of the company has been discovered, and as a result two high railway officials have been detained.

It is alleged that this plot has been carried on during the past six years, and the total loss to the Company is estimated at about $15,000,000.

The head office of the Chinese Eastern Railway Company is appointing a special committee of investigation.

PRESIDENT OF CONTROL YUAN.

EXPECTED TO LECTURE IN HONG KONG.

(Wah Tsz Yat Pao.)

CANTON, Jan. 27.

Mr. Tai Chi Tao, the President of the Control Yuan, will leave Canton for the North in a few days. He is reported to have fulfilled his mission in the South, the settlement of the Sun Yat Sen University affair.

It is also reported that he has accepted an invitation from a Hong Kong Chinese educational circle to give a lecture on an educational subject when he visits Hong Kong *en route* for Nanking.

CHINA'S FOREIGN POSTAL RATES.

GENERAL INCREASE FROM FEBRUARY FIRST.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Jan. 27.

To be effective from February 1, foreign letter rates will be increased one-third.

The parcel post to Japan, Hong Kong, Macao, Korea, Kwantung Leased Territory and Formosa will be doubled, and other foreign countries increased one-third.

CHINA'S RAILWAY BOND DEFAULT.

LIQUIDATION OF OUTSTANDING DEBTS.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 26.

In the House of Commons to-day, replying to Mr. A. M. Samuel in regard to the Chinese default in respect of railway bonds, including the Hukuang, Tientsin-Pukow, Lunghai, and the Canton-Kowloon Railways, Dr. Hugh Dalton stated that the proposals aimed at the general liquidation of outstanding debts which China submitted to the Nanking Conference in November, and was now considering.

Sir Miles Lampson, the Ambassador, had circularised all British creditors with a view to obtaining a full list of their claims.

Sir William Davison asked Dr. Dalton to see that the £3,000,000 of the Boxer Indemnity was not parted with until these Chinese obligations were fulfilled.

Dr. Dalton replied that he did not remember that that point had been advanced on behalf of Conservatives in the recent Boxer Indemnity debate.

ITALIAN CATHOLIC PRIEST RELEASED.

NEWS OCCUPIES MONTH TO REACH PEIPING.

[THROUGH REUTER'S AGENCY.]

PEIPING, Jan. 27.

The Apostolic Delegation this morning received a telegram from Monsignor Balconi, dated the 17th instant, stating that Father Mazzoli had been released.

The message states that he was captured on October 12, hence news of the capture took more than a month to reach Peiping.

It was on November 17 that news reached Peiping stating that the Catholic Mission at Kulupa, Shensi, where there is a seminary and orphanage, was pillaged by bandits, who carried off Fathers Mazzoli and Filia and a Chinese priest named Tchang.

INVASION OF KANSU.

WU PEI FU NOT CONCERNED.

PEIPING, Jan. 27.

Wu Pei Fu's representative, Mr. Wang, who recently arrived here, declares that the reported invasion of Kansu by the Szechuenese troops has no connection whatever with Wu Pei Fu.

He also states that he will proceed to Nanking for the purpose of explaining to the Central Government the real state of affairs on the Szechuen-Kansu border.

SHENSI FAMINE PROBLEM.

SCHEME FOR COLONISATION OF MANCHURIA.

NANKING, Jan. 26.

General Chang Haueh Liang, in a telegram to Nanking, proposed to solve the famine problem of Shensi, Kansu and other provinces through an extensive migration into Manchuria, where the land is fertile and population thin. The large tracts of waste land there can provide a comfortable living for 200,000 families, he said. This scheme for colonisation would cost $10,000,000. He suggested that Nanking should raise $6,000,000, leaving the balance to be appropriated from the six provinces partaking in the emigration.

Nanking has not as yet given a reply to General Chang's proposal.

REHABILITATION OF SILVER.

WORLD CRISIS PURELY ARTIFICIAL.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 27.

Mr. J. F. Darling, director of the Midland Bank, on the "Rehabilitation of Silver," at the luncheon of the Royal Empire Society, said the cause of the present unexampled world economic crisis was purely artificial, namely, an unprecedented discrepancy between the relative value of gold and silver. The remedy was to restore equilibrium by raising the poise of grotesquely undervalued silver by backing it with gold.

"Unless we can raise the standard of Asia, the East will inevitably drag our standard of living down. The most effective way to raise the standard in the East is to restore silver to its rightful time-honoured position as the co-equal of gold at a given ratio in the money of the world."

Mr. Darling concluded by observing that this restoration could only be effected by the nations of the world agreeing to issue their currency notes against both gold and silver at a given ratio, and he urged the British Empire to take the lead in this matter.

FRANCE'S CABINET.

OFFICIAL LIST OF MINISTERS.

[AGENCE HAVAS.]

PARIS, Jan. 27.

The French Cabinet has been constituted as follows:—

Premier and Home Affairs—M. Laval.
Foreign Affairs—M. Briand.
Finance—M. Flandin.
Marine—M. Dumont.
War—M. Maginot.
Agriculture—M. Tardieu.
Colonies—M. Reynaud.

[THROUGH REUTER'S AGENCY.]

Negro Included in Ministry.

PARIS, Jan. 27.

Mr. Pierre Laval is a butcher's son, who becomes Premier of France at the age of 47.

M. Laval has already made history by including a negro in his Ministry, appointing M. Daigne, Deputy for Senegal, as Under-Secretary for the Colonies.

GENEVA OPIUM COMMITTEE

VALUABLE INFORMATION RECEIVED FROM CHINA.

[THROUGH REUTER'S AGENCY.]

GENEVA, Jan. 26.

The Opium Committee to-day began the examination of the list of seizures of drugs between November, 1929, and June, 1930.

Sir Malcolm Delevingne drew attention to a large seizure of Persian opium in Hong Kong in September, and emphasised the value of the information obtained from China with regard to consignments of drugs.

He said this would be enhanced if the Chinese authorities without delay sent particulars of such cases to the Governments of the countries from which the drugs had been despatched.

Dr. Woo Kai Seng, on behalf of China, undertook to communicate Sir Malcolm Delevingne's observations to the Chinese Government, and added that the Chinese authorities would do their utmost in this matter.

OPIUM HAUL AT NEW YORK.

HIDDEN IN MAST ON RABY CASTLE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Jan. 26.

Six hundred half-pound tins of opium, valued at over G.$120,000, were seized by Customs officials during an inspection of the British motor vessel Raby Castle, from Port Said.

The opium was concealed in the base of the ship's hollow steel mast.

No arrests were made, but the crew, mostly Chinese, are being kept under surveillance.

The owners of the ship are liable to a fine equal to the value of the opium, if it is proved that they were aware of the shipment.

COMMONWEALTH TREASURER.

OPPOSITION MAY REFUSE RECOGNITION.

[THROUGH REUTER'S AGENCY.]

CANBERRA, Jan. 26.

The Labour caucus has ratified Mr. Theodore's re-admission into the Cabinet.

The caucus agreed to adjourn for three weeks in order to give Mr. Theodore and Mr. Scullin time to prepare a financial policy and obtain the Cabinet's approval thereof.

Mr. Theodore will not resume the Treasurership immediately, and it is not yet known what will be the attitude of the Opposition, but there is a possibility of their refusing to recognise him.

Split in Labour Party.

CANBERRA, Jan. 27.

A Labour party split has arisen over the reappointment of Mr. Theodore.

The caucus only endorsed Mr. Scullin's recommendation by 24 votes to 19 after several hours' hot debate.

Mr. Fenton, Minister for Trade, who was acting Premier during Mr. Scullin's visit to the Imperial Conference, and Mr. Lyons, acting Treasurer, and Mr. Anstey, Health Minister, were in the minority.

Mr. Fenton threatened to resign. He told Mr. Scullin that he considered Mr. Theodore's reappointment was a personal slight to himself and Mr. Lyons.

Mr. Scullin urged him to withhold his resignation in consequence of its weakening effects on the Government's prestige and the consequent prospect of a general election.

Mr. Fenton, however, later again tendered his resignation.

It appears that Mr. Scullin overestimated the Labour backing of Mr. Theodore.

In the meantime, Mr. J. M. Gabb, a member of the House of Representatives for Queensland, resigned from the party as a protest against Mr. Theodore's inclusion in the Cabinet.

ITALIAN OPERATIONS IN LIBYA.

OCCUPATION AFTER TWENTY-FOUR DAYS' FIGHTING.

[THROUGH REUTER'S AGENCY.]

ROME, Jan. 26.

It is stated that Italian troops have completed the occupation of Libya as the result of the capture of Kufra, after 24 days of fighting over a 12-mile front.

One hundred natives were killed and a number were taken prisoner, while a quantity of munitions was captured.

The Italians lost two officers and two native soldiers killed and 16 wounded.

BERMUDA'S NEW GOVERNOR.

SIR T. A. CUBITT APPOINTED.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 26.

H.M. the King has approved the appointment of Major-General Sir Thomas Astley Cubitt, C.B., C.M.G., D.S.O., to be Governor and Commander-in-Chief of Bermuda in succession to the late Sir Louis Bols.

[Sir Thomas Cubitt, who is 60 years of age, has only once previously held a Colonial appointment of this nature in 1914, when he acted as Deputy Commissioner of Somaliland Protectorate. He entered the Army in 1891 (from the Military Academy at Woolwich) and served in West Africa until the European War, when he commanded a division with the rank of Major-General. From 1920 to 1924 he was General Officer Commanding the Presidency and Assam District, and in 1928 was appointed to the command of the Second Division.]

AMERICAN SAMOA.

BILL TO CREATE NEW GOVERNMENT.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Jan. 27.

The Senate passed a Bill to the House of Representatives providing for the creation of a new Government in American Samoa, and extending American citizenship to all Samoans, and establishing an organised Government with a single house Legislature and formulating a Bill of Rights.

INDIA'S LIBERATOR ENJOYS LIBERTY.

DECLARES HE HAS AN OPEN MIND ON SITUATION.

[THROUGH REUTER'S AGENCY.]

POONA, Jan. 26.

Mahatma Gandhi was released from prison this morning.

Gandhi Interviewed.

CHINCHWAD, Near Poona, Jan. 26.

In an interview with Reuter, Gandhi, who was awaiting a train to take him to Bombay, declared that he had an open mind on the present political situation, but did not wish to commit himself until he had conferred with his colleagues, especially Sir Tej Bahadur Sapru and other Round Table delegates on their return from London.

Gandhi laid stress on the desirability of the immediate release of all political prisoners sentenced for carrying out his civil disobedience campaign.

Gandhi Garlanded at Bombay.

BOMBAY, Jan. 27.

Shouts of "Long Live Gandhi!" from the crowds greeted Gandhi and Mrs. Naidu on their arrival.

The procession to the house of an Indian merchant where Gandhi is staying was held up constantly to enable the Mahatma to receive garlands from his admirers.

"If You Love Me, Go Home and Spin Me Yarn."

LATER.

The procession accompanying Gandhi was so huge that progress was made at a snail's pace.

Gandhi at length appealed to his admirers to disperse.

The response was immediate, but the vast crowds besieged the house where Gandhi is staying. He repeatedly appeared on a balcony and finally appealed: "If you love me, go home and spin me yarn."

LATER.

Gandhi, in an interview, said that even if after consulting with his friends from the Round Table Conference it was found that Mr. MacDonald's statement warranted co-operation by Congress the right to picket could not be abandoned, "nor the right of starving millions to manufacture salt."

He pointed out that if those rights were recognised most of the Ordinances would have to be withdrawn.

Gandhi was of opinion that if the release of the Congress leaders is to be effective, then the release of all passive resisters was a necessary condition.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 27.

At his own request, Mahatma Gandhi was not released from Yeravda Gaol at Poona until 11 o'clock last night.

Accompanied by Mrs. Naidu, the veteran leader of the Congress women, he proceeded by motor-car to a wayside station 15 miles away, where he joined the train for Bombay.

[THROUGH REUTER'S AGENCY.]

Mayor of Calcutta Released.

CALCUTTA, Jan. 26.

Chandra Bose, the Mayor of Calcutta and a prominent Congress leader, who was again arrested yesterday following an illegal procession on the Maidan, was released from prison only on January 24, having served a short sentence for defying a police order.

Severe Sentence on Mayor.

LATER.

Chandra Bose has been sentenced to six months' rigorous imprisonment.

[BRITISH WIRELESS SERVICE.]

Situation in India.

RUGBY, Jan. 27.

The Government of India's appreciation of the situation up to the 25th of January states that moderate opinion generally recognises that the Prime Minister's declaration of policy at the conclusion of the Round Table Conference has created a new situation, in which all parties can co-operate to bring a new constitution to fulfilment.

The Nationalists in the Legislative Assembly have accepted the statement as welcome and gratifying, and approve of the principles underlying it subject to further consideration after the details are evolved. The Muslims in the Assembly acknowledge the efforts of the British Government to meet in full the political aspirations of India, and accept the necessity of certain safeguards during the period of transition. They approve in particular of the Prime Minister's announcement regarding the guarantees for minorities.

UNEMPLOYMENT IN GREAT BRITAIN.

LAND VALUES TAX AND NATIONAL LOAN.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 27.

The newspapers give prominence to a resolution which a private meeting of the Liberal party last evening decided to lay on the table calling on the Government to adopt an unemployment programme, including a tax on land values and a big national loan.

It is suggested that if Mr. P. Snowden, Chancellor of the Exchequer, who hitherto has been the chief opponent of a loan, can be persuaded to agree, the Government may accept the resolution and thus ensure an extension of its term of office with the continued support of the Liberal party.

ACCIDENT TO PRINCESS BEATRICE.

FRACTURES BONES IN A FOREARM.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 27.

A *communiqué* issued yesterday from Kensington Palace stated that on Friday Princess Beatrice, aunt of King George, slipped in her room and in falling fractured both bones of her left forearm.

Her Highness is making satisfactory progress.

It was stated this morning the Princess Beatrice had passed a somewhat restless night, but that her condition was satisfactory.

TRADE DISPUTES' BILL.

GOVERNMENT IN NO DANGER OF DEFEAT.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 27.

It is now regarded as practically certain that the Government will avoid defeat when the division is taken to-morrow night on the Trade Disputes' Bill.

It is understood that the chief Liberal whip, Sir Archibald Sinclair, anticipates fewer than 12 Liberals will vote against the second reading, the majority of the party abstaining.

Sir Herbert Samuel, one of the leaders of the party, at Port Sunlight last night declared that its second reading defeat would be regarded by the working classes as a sign that Parliament was not even willing to listen to such a case as they might present. He was of opinion that no issue of principle warranting the ending of the present Parliament was at stake.

ROUND-TABLE CONFERENCE.

PRIME MINISTER'S STATEMENT IN COMMONS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Jan. 26.

For the first time since its conclusion the work of the Round Table Conference was discussed in the House of Commons to-day, when the Prime Minister, Mr. Ramsay MacDonald, who presided at the Conference, made a statement.

The Viceroy-elect of India, Lord Willingdon, listened in the gallery to the speeches.

The Prime Minister emphasised that the present position of the Indian problem was the result of evolution and had been reached step by step, each with its inevitable consequences of steps later. He specially reminded Mr. Winston Churchill, who was so critical of the present policy, that it was a sequel to statements made and stages reached when other Governments, of which Mr. Churchill had been a member, were in power.

The Prime Minister paid a tribute to the Indian delegates who came of the Conference at grave inconvenience, loss and risk to their reputations. He said that the raw material of the Conference was the Simon Report, for which India owed a debt which in future she would be better able to appreciate.

What they meant to do and what they had done was to agree in advance upon the principles which should be applied to the India Government and made the foundation of any constitution ultimately drafted. Everything was provisional and the stability and success of the work done depended on how the structure as a whole was to be built. He believed most sincerely that a structure could be built. But the first stage was to remove Indian problems from the field of suspicion, to get Indians to accept candour and goodwill and to get them to see exposed in all its naked weakness the policy of so-called passive resistance, which was only a sort of moral cloak for lawlessness.

At this moment, said the Prime Minister, the Indian representatives are on their way home sworn champions of the work which has been done, convinced of our sincerity, advocates of the cessation of strife, and sworn to do their best to inaugurate a *regime* of goodwill and co-operation in finding solutions of the various problems which presented themselves at St. James's Palace. The Government was now considering how the work was to be carried on.

He already had seen the Viceroy-elect, and he hoped to approach the leaders of other parties, since he felt that it would be a great calamity if the admirable co-operation between them which was conducted on independent and non-political lines during the Conference was broken in further stages of the negotiations.

Dealing with the work of the Conference the Prime Minister emphasised that the safeguards contained in the proposed constitution were not the result of distrust and were not meant for use in ordinary times, but only in the event of emergency.

(Continued on Page 12.)

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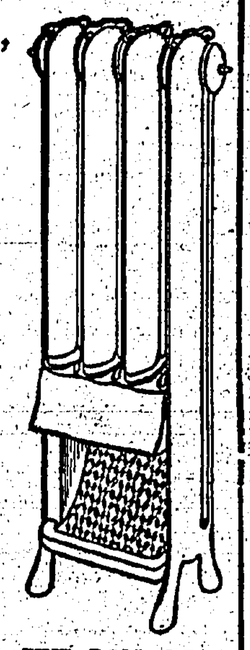

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Sports News

FOOTBALL TRIAL.

PROBABLES AGAIN BEAT THE ARMY.

DISAPPOINTING GROUND CONDITIONS.

The second Interport football trial game on the Club ground yesterday proved extremely disappointing owing to the greasy condition of the ground. Stoppages for off-side and handling were plentiful throughout the game, which ended in favour of the Probables by three goals to one, all of which were scored in the first half.

Li Tin Sang and A. V. Gosano were absent, Strange taking the position of right back and Suen Kam Shun as centre-forward. The Army made one change, Pte. Louden's position at centre-forward being taken by Sands. The teams lined out as follows:—

Hong Kong:—Clarke; Strange, Bishop; Hodley, Eynon, Lam Yuk Ying; B. Gosano, Segalen, Suen Kam Shun, Fung King Cheung, Ip Pak Wa.

Army:—L/cpl. Penny; Pte. Blackburn, Pte. Henderson; Pte. McGlashan, Spl. Hay, Pte. Yeoman; L/Cpl. Samsom, L/Bdr. Bryant, Sands, Pte. McQuade, L/Cpl. Duncan.

The ball passed up and down the field for about twenty minutes with the Probables having most of the game and not a few of the players being splattered with mud in occasional spills on the slippery ground. Suen at last opened the scoring from close range. This was followed by another shot from Segalen into the corner of the net. The same player passed to Fung, who was standing unmarked close in, and he tapped the ball into the net for the third goal.

Long Shot by the Army.

A number of raids by the Army were repulsed, and Sansom, their right winger, dropped the ball from long range into the top left angle of the bars which completely beat Clarke. A little later Sansom repeated the same shot, but Clarke succeeded in turning it round for a corner. Yeoman received much applause for a mighty kick which had Clarke well beaten, but the ball struck the cross bar and rebounded to the field.

There was no score in the second half when the Army goal had a narrow escape from a grounder from Gosano and a hard drive from Fung which missed by a few inches. They Army were also prominently in the attack and Clarke often saved, including a fast shot which looked a scorer.

Comment.

Eynon was an outstanding player for the Probables and broke up many of the Army attacks. Gosano was prominent on the right wing, together with Segalen, and the rest of the team played a fine game under difficult conditions. The Army, although they were fast on their feet, could not adapt themselves to the heavy ground; given a dry ground there seemed every prospect of the team which they turned out this time providing a better display.

HOCKEY.

CLUB TEAM FOR SIM SHIELD MATCH.

The following team have been selected to represent the Club against the Navy in the Sim Shield match to be played on the U.S.R.C. ground to-day at 4.30 p.m.:—

Gregory; J. E. Henry, J. Rodger; J. Noronha, M. W. Turner, A. Dand; T. J. Price, C. C. Francis, G. R. More, M. G. Marriott and G. P. Lammert.

Reserves: A. Botelho and R. H. D. Wade.

RUGBY.

CLUB "A" TEAM FOR TO-DAY.

The following will represent the Club "A" v. H.M.S. Cumberland to-day at 5 p.m.:—

Back: Fowler (Navy); Three-quarters: W. D. Johnson, Lt. David (Navy), G. A. L. Plummer, C. J. D. Law; Halves: J. S. Lee, D. Prophet; Forwards: W. J. Kerr, J. H. McElney, Mitford, W. Hartley, E. R. West (Capt.), Hobbin, J. B. Atkinson, Eastlake (Navy).

Referee: Mr. C. E. Holmes.

RACE FIXTURES FOR THE YEAR.

TWENTY-RACE DAYS IN 1931.

NEW CONDITIONS FIXED FOR "EXTRA" SEASON.

[By "MORNING DEW."]

The racing calendar for 1931 of the Hong Kong Jockey Club has just been issued and shows 21 race days for the year. These are as follows:—

February 28.
March 2, 3, 4, 7, 14.
April 4, 6, 18.
May 2, 6, 23, 25.
June 6.
September 26.
October 10, 24.
November 7, 28.
December 5, 12.

New Scale of Weights.

Several interesting features are embodied in the calendar. The new scale of weights for China ponies is as follows:—

Hands.	Inches.	lbs.
13	0	146
13	1	149
13	2	152
13	3	155
14		158

For Australian ponies the scale is as follows:—

Hands.	Inches	lbs.
13	2	146
13	3	149
14	0	152
14	1	155
14	2	158

New Aggregate Stakes.

In future the Aggregate Stakes at "Extra" Race Meetings will not be all over the mile. Instead, the race will be as follows:—

1st Race—Six furlongs.
2nd " —One and a half miles.
3rd " —One mile.
4th " —One and a quarter miles.
5th " —Six furlongs.
6th " —One mile.

The Autumn Champions.

The condition of this race has also been altered. It reads:—For China ponies that have started in at least four Extra Meetings since January 1, 1931; two of such meetings previous to July 1, 1931, and two subsequent to that date. Winners at Extra Meetings only."

Ponies starting in the Champions in Autumn will run at weight for inches as per scale. The distance is over a mile and a quarter. In regard to the Autumn Subscription Griffins Champions, the same qualification regarding starting twice before and twice after July 1 is required.

In connection with classification, the following appears:—"Ponies will be classified after the First Extra Race Meeting on March 14, 1931. No pony will be classified within 48 hours of the time fixed for closing the entries for any Race Meeting. No pony will be classified unless the owner or his authorised agent expresses a desire for classification.

MIDGET BOXER "BEATS" CARNERA.

GIANT HELPLESS WITH LAUGHTER.

Carnera fought five men at Liverpool last month—just for fun.

In the first "fight" it took the giant from Italy several seconds to find his opponent. He was so small—a featherweight.

Even by standing on tip-toe the little man could reach no higher than his *mighty rival's* waist.

Still, he won on points, because when Primo did see him he laughed until he was too helpless to put up a glove.

Carnera's four other challengers—all heavyweights—were grimly serious.

The smallest of them—T. Callaghan; a 19-year-old boxer from Barlestown—was 6ft. high and 12st. 6lb. in weight, and the tallest—Billy Wells, of Sunderland—was 6ft. 4½in. and 13st. The other two were T. Brook, of Bradford (6ft. 1in., 14st.), and James Forbes, of Glasgow (6ft. 1in., 13st.).

Today the smallest of them towered above the tallest of them and treated them all in the same way. He had only to stretch out his glove to make them impotent.

Once or twice, he simulated anger for the benefit of the crowd, but most of the time he was grinning.

He could not forget that featherweight.

BRITAIN AT SPORT.

FAIR SHOWING DURING 1930.

A study of the list given below of the winners of British amateur sporting championships in 1930 will show that, after all, the Home country made a very creditable showing. America made a clear sweep of the tennis titles and proved too good for the Home country at golf. Visiting athletes also picked up several of the track and field athletic titles, but on the whole, Great Britain has no reason to be ashamed of the prowess of her own representatives.

Athletics (A.A.A.).

100 Yards.—C. Berger (Holland) 9 9/10s
220 Yards.—S. E. Engelhart (York H.) 22s
440 Yards.—K. C. Brangwyn (South London H.) 49 4-5s
880 Yards.—T. Hampson (Achilles Club) 1m. 53 1-5s
Mile.—R. H. Thomas (R.A.F. and Surrey A.C.) 4m. 15 1-5s
Four Miles.—L. Virtanen (Finland) 19m. 36 1-5s
Two Miles Steeplechase.—G. W. Bailey (Salford H.) 10m. 55 2-5s
120 Yards Hurdles.—Lord Burghley (Achilles Club) 15 1-5s
440 Yards Hurdles.—Lord Burghley (Achilles Club) 53 4-5s
440 Yards Relay.—Polytechnic H. 43 3-5s
Mile Relay.—Achilles Club 3m. 22 4-5s
7 Miles Walk.—C. W. Hyde (Enfield A.C.) 53m. 33 2-5s
Two Miles Walk.—C. W. Hyde (Enfield A.C.) 13m. 56 2-5s
Ten Miles.—J. W. Winfield (Derby & Co. H.) 53m. 5 2-5s
Marathon.—D. McLeod Wright (Maryhill H.) 2h. 28m. 29 2-5s
Pole Jump.—H. Lindbald (Sweden) and A. Van der Zee (Holland) tied at 12ft. 3in.
High Jump.—C. E. S. Gordon (Oxford Univ.) 6ft. 1in.
Long Jump.—O. Hallberg (Sweden) 24ft. 2in.
Hop, Step, and Jump.—W. Peters (Holland) 49ft. 6¼in.
Putting the Weight.—J. Noel (France) 45ft. 2in.
Throwing the Discus.—J. Noel (France) 146ft. 6in.
Throwing the Javelin.—G. Palmieri (Italy) 202ft. 1in.
Throwing the Hammer.—O. Skold (Sweden) 167ft. 9in.
Tug-of-War.—Catch-weight: Luton Borough Police. 100 stone: R. Marines (Portsmouth).
Marathon for "Sporting Life" Trophy (26 miles 385 yards).—W. H. Smith (Birchfield) 2h. 41m. 55s.

Cross-Country.

National Champion Team.—Birchfield H.
Individual Champion.—W. B. Howard (Kettering Town).
Road Walking.
National Champion Team.—Birmingham.
Individual Champion.—A. E. Plumb (N. London H.).

Boxing (A.B.A.).

Fly—T. Pardoe.
Bantam—H. Mizler.
Feather—J. W. Duffield.
Light—J. Waples.
Welter—F. Brooman.
Middle F. Mallin.
Light-heavy—J. Murphy.
Heavy—Sig. A. Stuart.

Billiards.

Billiards Champion—L. Steeples
Snooker Champion—L. Steeples.
Cycling (N.C.U.)
1.00 yards—S. T. Gozens.
25 Miles—D. S. Horn.
50 Miles—F. W. Southall.
Mile Tandem J. E. Suibbit and E. H. Chambers.

Golf.

Amateur Open Champion—R. T. Jones.
English Amateur.—T. A. Bourn.
Walker Cup—U.S.A. beat Great Britain, Sandwich.

Lawn Tennis.

(All-England Champions.)

Singles—W. T. Tilden.
Ladies' Singles—Mrs. Moody.
Doubles—W. Allison and J Van Ryn.
Ladies' Doubles—Mrs. Moody and Miss E. Ryan.
Mixed Doubles Miss Ryan and J. Crawford.

Rowing.

Diamond Sculls (Henley)—J. S Guest (Canada), beat G. Bootzelon (Germany).

Swimming.

100 yards—N. S. Brooks
200 yards—N. S. Brooks
400 yards (salt water)—N. S Brooks.
500 yards—F. G. Milton.
800 yards—F. Bramhall.
Mile—J. G. Hatfield.
Long distance E. W. Pascoe.
200 yards breast—S. Bell.
150 yards back—J. C. P. Besford

SCOTS' VICTORY AT RUGBY.

NARROW DEFEAT OF ENGLISH SCHOOLBOYS.

DIFFERENCE MARKED BY SINGLE TRY.

Remarkable for much bright and brainy football on each side, the annual Rugby match between the English and Scottish Public Schools, at Richmond, on January 1, provided an excellent game, which the Scottish schoolboys won by a try to nil. It was a lucky try, scored in the extreme corner, but the three points just represented the Northerners superiority.

It is always difficult to get a truly representative side of the Scottish Schools, and on this occasion Loretto, the best School fifteen in Scotland, was, without a player in the side, but for all that the team was a very good one, H. D. B. Lorraine, T. S. Aitchison, and R. T. S. Norwood being in the side last year, when England won by 20 points to 9, while on the other hand A. J. Goodall and K. G. Fife played for the home side on that occasion.

Honours Go to New Men.

Save for Fife, who was the outstanding player in the England three-quarter line, neither of the other "veterans" came very prominently into the picture, and the honours clearly went to the new men. The best three-quarter on the field was unquestionably A. MacInytre, a son of the old-time international. Playing in the centre, he was always the inspiration of the Scottish attacks, and everything he did he did well. In J. S. Crear they had much the stronger scrum worker, for Carey, who has been so successful for his School this season proved sadly below his form.

With a smarter service from the scrum the home side would probably have won. They had the ball more often from the scrum, but never profited by the fact, while there was so much punch with the visiting forwards that they always appeared the more dangerous.

There was no score in the first half, neither side ever looking like getting through, for all the dour attacks and counter-attacks. Within five minutes of the change of ends the Scottish scored, one of their strong dribbles giving J. F. Dingle a try in the extreme corner, but MacIntyre could not improve it.

English P.S.:—G. H. P. Fowler (Bedford): W. P. Heath (Worksop), K. L. T. Jackson (Rugby), R. H. E. Gladstone (Marlborough), K. C. Fyfe (Oundle): G. St. C. Darlington (Clifton), J. F. B. Gauvain (St. Bees), M. C. Page (Marlborough), A. R. Marshal (Uppingham), W. J. Leather (Sedbergh), B. W. Malcolm (Eastbourne), C. C. Mallock (Sherborne), A. J. Goodall (Cranleigh), P. R. Bowring (Rugby).

Scottish P.S.:—A. H. Piper (Glenalmond): R. T. S. Norwood (Fettes), A. MacIntyre (Fettes), H. D. B. Lorraine (Glenalmond), E. Stiell (Merchiston); H. S. Rich (Merchiston), J. S. Crear (Merchiston); T. S. Aitchison (Merchiston), J. Dingle (Merchiston), R. W. N. L. Ross (Fettes), A. M. Laing (Glenalmond), J. O. M. Wedderburn (Glenalmond), E. Cooper (Watson's), E. O. Cooper (Harrow), I. H. D. Walker (Sedbergh).

HOTEL MANAGER'S DOWNFALL.

RICH PARENTS.

The downfall of a hotel manager, the son of well-to-do parents, at Merthyr Tydvil, was described at Marylebone, when John Brennan (27), pleaded guilty to loitering in Duke-street, W., with intent to commit felony. He had an axe in his pocket.

Mr. Maude (defending) said Brennan was the son of a professional man of high standing and substance in South Wales. On leaving school he entered the hotel business and went to two big London hotels, then to the Grand Spa at Clifton, and finally became manager of the First Avenue Hotel in Holborn. Since leaving there he had done nothing.

When arrested he had £54 in the bank; his father had given him £25 10s. some weeks ago, and if his father and mother had known he was in any difficulty they would have spent their last penny on his behalf.

His mother was bound over to bring him up for judgment if called upon.

HOME FOOTBALL.

ENGLISH CUP DRAW.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 26.

The draw for the Fifth Round of the Football Association Cup was made in London to-day, resulting as follows:—

Birmingham	v.	Watford.
Chelsea	v.	Blackburn R.
Barnsley	v.	Bradford C. or Wolverhampton.
Portsmouth	v.	West Brom. A.
Everton	v.	Grimsby.
Exeter City	v.	Leeds United.
Southport	v.	Bradford.
Bolton or Sunderland	v.	Sheffield Un.

Matches are to be played on February 14.

Latest League Results.

The postponed League matches played to-day resulted as follows:

Division I.

West Ham	3	Newcastle 2

Division II.

Tottenham	3	Stoke City 0
Oldham	0	Barnsley 0
Port Vale	1	Everton 3
West Brom.	2	Bury 0

Division III. (Southern).

Newport	2	Crystal Palace 1

Scottish Cup Replay.

Morton	2	Raith Rovers 0

Behind the announcement of the engagement of Miss Florence Vestey-Jones, niece of Lord Vestey, the millionaire director of the Union Cold Storage Co. and head of the Blue Star Line, lies a romance which began on the Blue Star pleasure cruiser Arandora Star. Miss Vestey-Jones, while making a cruise to Spitzbergen and the Norwegian Fiords, last July, met Mr. Harold Doree, a young City merchant. During the three weeks' cruise a friendship rapidly developed, and it is now announced that they will be married in London in about four months time. Miss Vestey-Jones, who is a keen traveller, lives in North London. Mr. Doree's home is at Edgware, Middlesex.

WOMAN ALONE IN WILDS.

CANOE VOYAGE UP THE AMAZON.

LIFE IN HANDS OF NATIVES.

Remarkable stories of adventure in the South American wilds were related to a Press correspondent by Mrs. Violet Cressy-Marcks, in discussing her latest exploring expedition.

Mrs. Cressy-Marcks has travelled in Russia, Arabia, Turkey, and has had many narrow escapes from death, but few of her journeys can have been more hazardous than her recent trip through the South American jungle.

"My aim," she said, 'was to follow the course of the Amazon to its source, cross the Andes, and reach Lima. The first part of the journey was by launch, and when I left the launch I had to continue with canoes."

Mrs. Cressy-Marcks took with her a quantity of equipment, including mapping and astronomical apparatus, and in her baggage were volumes of Plato and Aristotle and a Bible.

Once she left the launch she was soon hundreds of miles from the nearest white man or woman, and her only companions were the members of Indian tribes who acted as her guides and carriers. "If I had not found the natives friendly," she remarked, "I should not be here now."

"Swimming for It."

"The canoes were each propelled by five natives with long poles, and sometimes their task was so hard that I had to take a turn with a pole. We had to fight against terrific currents and rapids, in which rocks were partly hidden,

(*Continued on next Column*)

and sometimes without any warning a canoe would be upset and the luggage and the canoe-boys thrown into the river. I had to swim for it several times.

"One of the worst things I had to contend with was the vampire bat. They swarmed over the camp at night. Sometimes masks had to be worn as a protection against deadly insects."

The lonely journey took eleven months. Very shortly Mrs. Cressy-Marcks will be off again, this time to Southern Arabia.

SHANNON ELECTRIFICATION SCHEME.

NEARLY 100 TOWNS SUPPLIED WITH CURRENT.

Dublin, December 27.—The River Shannon electrification scheme, begun only 14 months ago, is already the success the experts forecast it would be in two or three years.

There is now scarcely a village in the Free State with a population of 500 or more which does not obtain its supply of current from the River Shannon generating stations. Nearly a hundred towns and villages whose streets 18 months ago were gloomily lit with gas or oil lamps are now taking full advantage of the brilliant illuminations available through the Shannon scheme.

The whole country is now a network of overhead cables; 75 per cent. of the public institutions in the Free State are using Shannon current and domestic consumption by small users has increased far beyond the extent thought likely in the early days of the scheme.

The Electricity Supply Board which controls the scheme is now busy fostering the use of electricity in agriculture, the chief industry of the country. The board is turning its attention to the needs of the farming community with a view to increasing the productivity of Irish soil.

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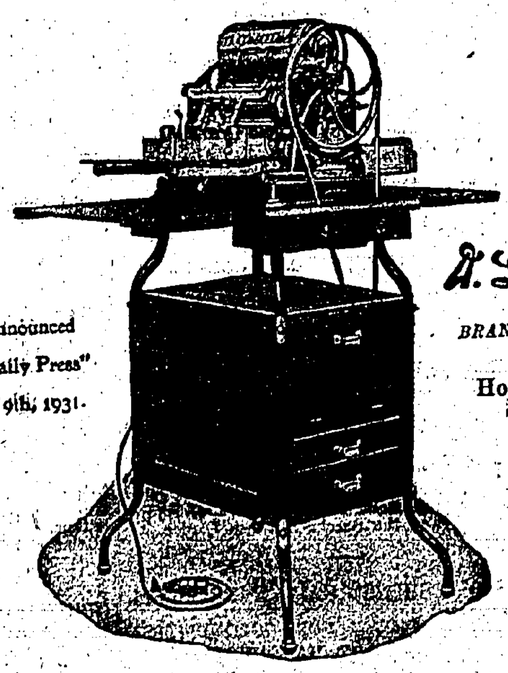

The result will be announced in the "Hong Kong Daily Press" on Monday, February 9th, 1931.

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ATTACK ON U.S. DRY LAW.

SUPREME COURT TO DECIDE IF CONSTITUTIONAL.

APPEAL BROUGHT AGAINST RECENT RULING.

Washington, January 21.—Arguments began in the Supreme Court of the United States to-day in a case which once more is to determine whether or not the 18th Amendment is constitutional.

Chief Justice Charles Evans Hughes withdrew from the bench. He will not rule on the case because in 1920 he appeared as an attorney in prohibition cases.

The Government, through Mr. Thomas Thatcher, the Solicitor-General, is appealing from the ruling of Federal Judge Clark of Newark, New Jessey, that the prohibition amendment did not legally become a part of the constitution.

Meanwhile, Washington and the country continues to discuss the report of President Hoover's law enforcement and crime investigating commission, headed by the former Attorney-General Mr. Geo. W. Wickersham.

Neither officials at the White House nor Mr. Wickersham are willing to explain the apparent discrepancies in the commission's report. The proposals submitted by individual members of the commission differ widely from the conclusions of the report as a whole.

White House spokesmen and Mr. Wickersham also declined to comment on the fact that an authoritative source close to the President told the United Press that the commission changed its original decision to recommend immediate revision of the 18th Amendment after discussions had taken place between Mr. Wickersham and President Hoover.

(*Continued on next Column.*)

SEEDS OF THE NEXT WAR.

"BLOODSTAINED OIL FROM S. AMERICA."

Washington, D.C., January 19.—Officials of the governors' oil conference, which resumed its sessions here to-day issued a warning that failure to apply high tariffs against imports of oil and petroleum products must lead to another war.

Mr. Russell Brown, of Tulsa, Oklahoma, who is the secretary of the governors' oil conference, declared that the United States could make a substantial contribution toward world peace if "it imported less bloodstained oil from South America."

According to Mr. Brown, a high oil tariff would promote American petroleum production.

"The United States, in entering into needless competition with other nations for control of the foreign oil fields, is sowing the seeds of another war," Mr. Brown concluded.

The governors' oil conference, which represents the independent oil producers and distributors of the United States, is waging a determined campaign here to persuade the present session of Congress to enact high protective tariff schedules on petroleum and petroleum products.

Later, however, Mr. Wickersham denied that President Hoover had caused him to change the commission report.

In the House of Representatives to-day Representative Fiorello H. LaGuardia, Republican of New York, offered a resolution providing for revision of the 18th Amendment in accordance with the suggestions of some of the members of the Wickersham commission.

GOLD MINING IN MANCHURIA.

FOREIGN CAPITAL KEPT OUT BY CHINESE DEMANDS.

REMARKABLE OFFER BY A COMPANY.

There is undoubtedly as much gold in Manchuria as there is in the country on the Siberian side of the river Amur, says F. H. Bert in the *North China Daily News*, but there are so many difficulties to contend with in securing prospecting rights in territory governed by the Chinese, that foreign capitalists fight shy of any venture that is proposed to them.

The Manchurian authorities openly state that they welcome foreign capital for the development of the mineral wealth of their vast area but they do not give foreigners the slightest encouragement to invest the same. In the first place Chinese mining laws are almost prohibitive, as the person who discovers and stakes a gold claim has not a prior right to the property as in all other countries. As soon as notice is given to the authorities by some person that he is desirous of working a certain claim which he has staked, other persons who get to hear of it, immediately proceed to offer better terms to the authorities and thus the matter hangs fire for months. Instead of the original person who discovered and staked the property getting the rights, some Chinese General or person well acquainted with the authorities gets them, and the original finder has to pay a further sum to the go-between, who has of course paid to secure his documents. This is only one of the points that foreign capitalists have to combat with if they desire to invest capital in Manchurian gold mining.

The second point is that gold mining in Manchuria can only be carried on seven months of the year owing to the severe frosts which make dredging impossible during five months of the year. In addition to the short working season, the ground is very shallow, not more than 30 feet anywhere, this doubling the overhead costs, half a million cubic yards of soil being about the utmost that can be worked in the seven months available.

The Chinese authorities unfortunately do not seem to understand these points, being under an impression that once gold is discovered in any spot, the profits must be enormous. They do not want to give anybody the right to carry out prospecting unless a considerable amount in cash is paid down first, and gold mining experts are not inclined to pay out sums of money before they see something coming back.

Expensive Privileges.

Foreign capitalists are quite willing to supply money for prospecting, running all the risks in connection with this, but they see no reason why they should pay out large sums for nothing. If the prospecting results show that the mine is worth less than 20 gold cents per cubic yard, the prospector loses his money, considering this part of the game, but the Chinese not only want the foreigner to pay for all the prospecting at his own expense, but also want him to pay for the right of probably losing his money.

Several British gold miners have lately visited Northern Manchuria for the purpose of starting gold mining, but they find themselves met with difficulties in all directions. They have offered wonderfully good terms, supplying all the capital required, managing the entire business and dividing the net profits after all expenses and amortisation have been deducted. They have even offered the Chinese a sum of £6,000 per anum for a Chinese auditing staff, and offered to show all estimates for machinery, etc., to the Chinese side, but the British interests demand that the whole of the capital must be under their control and that only their technical experts shall order plant and machinery and control the working of the property.

Surely such terms are exceptional and there is absolutely no risk to the Chinese side, who get fifty per cent. for doing nothing as well as a large sum for their staff. But no, the Chinese want to control both the capital and the ordering of plant, which is a demand no foreign capitalist can entertain.

In former days many British companies worked gold in Russia and Siberia, paying the mining taxes and a certain sum per *pood* of output, and they were not compelled to engage staff and pay out sums for prospecting rights. Why cannot China make her laws as regards mining such as will bring such mineral wealth which at present lies hidden in many parts of her vast regions? Remove all the stumbling blocks which are crippling development and the results will be apparent in a very short period.

NEW INCIDENT ON GERMAN BORDER.

VIOLATION OF TERRITORY BY POLES.

Berlin, January 21.—With the attention of the German public and, it is hoped here at least that also of the more deeply interested political circles abroad centred on the German-Polish issue as it is being discussed at Geneva, the report is causing here the greatest astonishment that this problem should have been further aggravated by a fresh violation of German territory on the part of members of the Polish army.

Only recently, it will be remembered, three Polish military 'planes flew over and circled above the city of Oppeln during the official reception of the German Chancellor, two of these 'planes being later forced by motor trouble to land on German territory when photographs of the scene in Oppeln were found to have been made by the pilots. Hardly had the Polish Government expressed its regrets at this incident that another Polish military 'plane wilfully flew over German territory and now comes the report that near Gleiwitz, in German Silesia, a detachment of the Polish troops holding manœuvres near the frontier has crossed the borderline and remained on German soil for some time although the men must have known where they were.

The fact that such a thing should happen so shortly after the recent incidents and just at the moment when the Polish-German problem is being discussed at Geneva, is taken by the German public and the Press irrespective of party affiliations as a specially serious affront and as proof that the situation on the German-Polish border has become unbearable as the continued danger of such incidents makes all attempts to work in peace illusory.

Several German newspapers in their attempt to understand the mentality underlying these repeated incidents, hint that especially this last one may have been initiated by the Polish military for the purpose of embarrassing the Foreign Minister M. Zaleski at Geneva and of sabotaging from the start any agreement that might be arrived at by the civil authorities of the two countries directly or under pressure from the League of Nations.

AN IMMIGRATION SUGGESTION.

QUOTA BASIS FOR JAPANESE ENTERING U.S.

Washington, Jan. 22.—Washington to-day witnessed swift reaction to the address made in Tokyo yesterday by Baron Shidehara, Foreign Minister and Acting Premier, upon the occasion of the opening of the Japanese Diet.

Especial interest attached to the statements of Baron Shidehara that America's immigration policies with reference to the Japanese have weighed heavily upon the sentiment of the people of Japan for the past seven years.

Senators Arthur Gould of Maine, Hiam Bingham of Connecticut, Representative Robert L. Bacon of New York, all Republicans, and Senator Royal S. Copeland of New York and Representative Charles R. Crisp of Georgia, both Democrats, to-day expressed a willingness to place Japanese immigration on a quota basis, thus removing all charges of discrimination.

However, it is believed that such action will be impossible during the present session of congress because of efforts to reduce all immigration heavily, including even Filipinos, in order to avoid adding to the ranks of the unemployed in America.

TURKISH TOBACCO MONOPOLY.

RUMOURS OF GRANT TO GROUP OF AMERICANS.

Angora, January 18.—Reports are again current here to the effect that a plan is afoot to grant to an American group a tobacco monopoly along similar lines as the match monopoly was given to the Swedish Kreuger concern.

In this connection interesting figures are being published regarding the receipts and profits of the Turkish tobacco administration which, during the past year, was able to deliver to the Turkish Treasury a net profit amount of 24 million Turkish Pounds as against 9.5 millions in 1929, with a steady increase over since that year.

In addition the sum of 5,700,000 of debts and large amounts were spent on the erection of new factories and other improvements. During the past year expenditure totalled 20,965,000 pounds, whereof 7,950,000 pounds were used for the purchase of tobacco-leaves.

"A JOLLY GOOD SHOW."

WESTMINSTER SINGERS SCORE ANOTHER SUCCESS.

Theatre Royal was again crowded last night when the Westminster Glee Singers presented another excellent programme. The show started with a swing and there was not a dull moment throughout, a very appreciative audience keeping on asking for more.

In the first half of the programme, Mr. Albert Greene made a great hit with his Sailor Shanties and these kept the house in a continual roar of laughter, while little Master Knox Godfrey's song was also very well-received.

The second half was just as bright as the first and no doubt the audience went away with the feeling that it had been "a jolly good show."

IMPORTS—PRICES CURRENT.

The reports and prices are published as supplied by Importers, and the Chamber cannot accept responsibility for the accuracy thereof.

Metals.

Market strong owing to fall in Exchange.

		Quotations.
Iron and Steel:—		Continental.
Steel Nail Rods	per pic.	$7.50-7.80
„ Bars (round ¼ to 1")	„	6.75
„ Angles ...	„	6.75
„ Rods ...	„	7.45
„ Joists ...	„	6.70
„ Sheets (4' x 8' $7)	„	12.15
„ Plates ...	„	7.90
Small round rods	„	7.45-8.50
Hoops, black steel	„	9.00
„ galvanized	„	16.50
Black Tubes ⅛" ...	Discount 70% c. & f.	
Galv. Tubes ⅛" ...	„ 60% „	
Wire Nails, 1½-3	per picul	$11.50-12.50
Galvanized corrugated shts., 24/26 ...	...per 100 lbs.	24G $11.25
Galvanized flat sheets, 1/32", 1/6" ...	...per 100 lbs.	26G $12.50
Galvanized 3/32" x 4' x 9'	per lb.	16.40
Galv. wire, 18/22 ...	per lb.	17.50-18.00
Lead:—		British.
B.M., Spot ...	per picul	$19.20
To arrive ...		19.10
Australian—B.H.P., Spot ...	„	19.50
„ To arrive...	„	19.50
		Continental.
Zinc Sheets, 8 x 4 per picul		$34.50
Tin Plates:—		British
English I.C.W., 20" x 14", 100 lbs. Spot	per box	17.60
English I.C.W., To arrive	per box	17.80
English I.C.W., 18½" x 14", 110 lbs. Spot	„	18.00
English I.C.W., To arrive	„	18.20
		Continental.
English I.C.W., 20" x 14", 100 lbs. Spot	per box	$18.25
English I.C.W., 18½" x 14", 110 lbs. Spot	per box	$18.35
American I.C.W. (Spot) 20" x 14" 100 lbs., 112 sheets per box...		No stocks
American I.C.W., To arrive 20" x 14" 100 lbs., 112 sheets ...	per box	$22.00

Petroleum Products.

		British
White Rose Brand	...per case	$7.58
Comet Brand	„	7.89
Cock „	„	7.38
Eagle Brand	2 tins	7.00
„	bulk	6.40
Socony Motor Gasolene ...	case	11.15
Silver Light*	„	7.39
Crown Brand* ...	68 lbs. 2 tins	7.00
„ *8 i. galls.	68 lbs. bulk	6.40
Cross Brand* ...	71 lbs. 2 tins	6.74
„ *8 i. galls.	71 lbs. bulk	6.14
Lamp Glass*	2 tins	6.86

*Kerosene prices advanced 75 cents per unit on 17/1/31.

Shell Motor Spirit ...	case	11.15
„	2 tins	10.90
„	bulk	10.40
„	gallon (ex pump)	1.25
Scale	case	7.89
Yin Foo	„	7.19
Texaco Motor Spirit ...	„	11.15
„	per gal. ex pump	1.25

Coals. Quotations

Kaiping—No. 2 Lump ...	per ton	$18.00
„ Special Slack...	„	12.75
„ No. 1 Slack ...	„	11.90
„ No. 2 Slack ...	„	11.10

Flour

Market:—Quiet. prices are based on the following Exchange rates—

Sterling	11-1/32d.
Gold	28

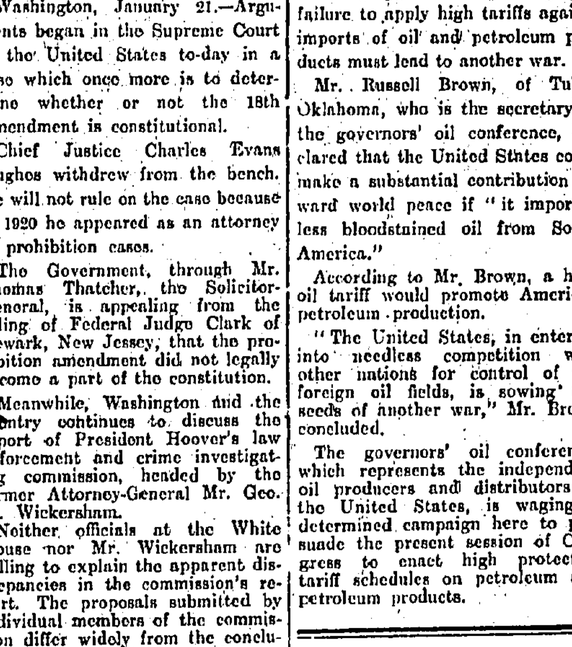
Quotations: American Patent ...	per sack	$4.80-5.00
„ Straight ...	„	3.40-3.90
„ Cut off ...	„	3.50-4.00
Australian No. 1 ...	„	3.70-4.20
Canadian Cut off ...	„	3.50-3.60
„ Straight ...	„	3.45-3.55
„ Mixture ...	„	3.30
„ 2nd Clear...	„	3.20
Stock: American		450,000 bags
Canadian		130,000 „
Australian...		30,000 „
		610,000 bags

Sundries.

Window Glass— Fair average sizes 1/16" thick (16 oz.)	per box	$8.50
1/8" „ ...	„	16.50

China, India and Straits Produce.

Sugar— Java Rough White...p. picul	$7.83-10.00
(Reported sales 29,815 piculs. Spot.)	
Java Rough White...per picul	$7.85-9.43
(Reported sales 13,585 piculs. To arrive by ex. named steamer from Java.)	
Java Rough White...per picul	$9.03-9.33
(Reported sales 8,250 piculs. Jan. shipment from Java.)	
Java Fine White ... per picul	$9.33
(Reported sales 825 piculs. Spot.)	
(Reported sales 20,007 piculs. Spot.)	
Java Rough Brown...per picul	$8.83-8.83
(Reported sales 16,005 piculs. To arrive by ex. named steamer from Java.)	
Java Rough Brown...per picul	$8.33-8.33
(Reported sales 5,775 piculs. Jan., Feb., Mar. Shipment from Java.)	



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Any time in the year—any day, in fact—you can serve delicious pears—ripe, mellow and sweet—if you have your grocer keep you supplied with GOLD BAR Canned Pears.

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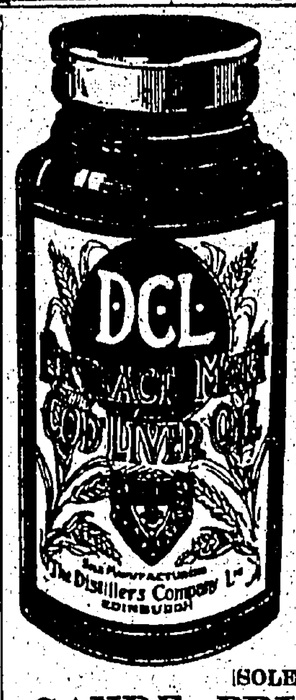

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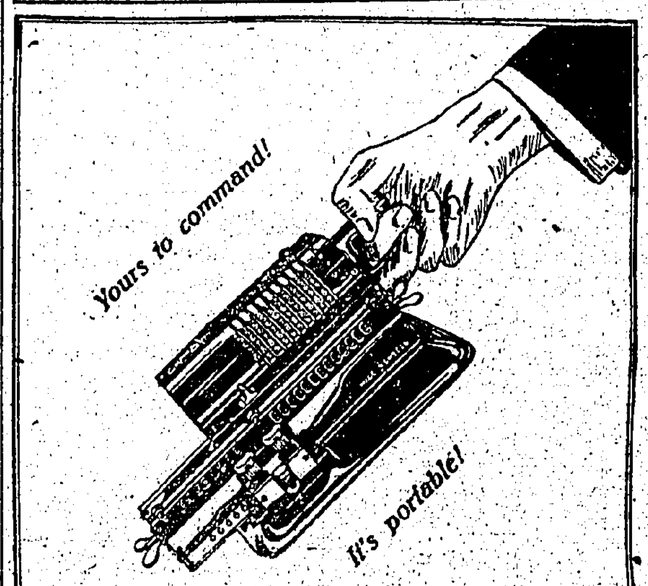

The

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ROUND-TABLE CONFERENCE.

CONTINUED FROM PAGE 9.

India's Happiness Within the Empire.

There were safeguards in the background in every free State in the world. He asked the House to agree to the Government pursuing the problem in detail in consultation with the representative Indians and constitutional experts here.

"If you wish to bind India to you by bonds of confidence and make her happy within your Empire and Commonwealth," concluded Mr. MacDonald, "if you wish to hear her praise you in gratitude and remain with you in pride, then accept the work which has been done by the Conference and instruct the Government to proceed with it to a complete conclusion."

Conservative Attitude Defined.

Sir Samuel Hoare, one of the Conservative delegates at the Conference, emphasised that many vital questions remained for future settlement and again defined the Conservative attitude. While they recognised that great changes were taking place in the East, there were certain solemn obligations which could not be abandoned. Indian defence still rested on Britain, foreign affairs and international obligations should be controlled by the Crown and, in the interests of India, no less than of Britain, internal security and financial stability must be effectively safeguarded. The protection of minorities was also a solemn obligation.

Discrimination Against British Traders.

There must be no unfair economic or commercial discrimination against British traders, and the rights of services recruited by the Secretary of State must be observed.

Whatever constitution might emerge then must have a sure and stable foundation. If those legitimate demands were satisfied and if a constitution for all-India was framed with effective safeguards, if a system of government had a reasonable chance of working, Conservatives would not quibble over the minor details. They were entering on a new phase of British-Indian relations in which partnership must be made the moving principle and co-operation the basis of action.

Great Achievements of Conference.

Sir John Simon said that the Conference had accomplished two great things. The Indian Princes had been brought into the discussion not only with British statesmen but with their compatriots in British-India. That was a tremendous achievement. He and his colleagues of the Statutory Commission had for two years carefully considered the recommendations and had reached the conclusion now generally accepted that it was quite impossible to visualise a satisfactory constitution for India unless it brought the Indian Princes within the circle.

Another great achievement was that the conference had got rid to a remarkable degree of suspicion and misunderstanding. Nevertheless, they had only travelled a very small part of the way to be covered before a constitution could be framed and four conclusions be reached.

He rejoiced at the success of the conference in securing the adhesion of the Princes to the general idea of an All-India Federation. Secondly, it was inevitable in the time available that the Conference had not been able to produce a practical solution on so many very difficult and cardinal matters. Thirdly, while recognising how much satisfaction a formula of responsibili with safeguards could give, he could not regard the unformulated safeguards on vital matters as details. How the safeguards were to work was really the essence of the scheme itself. Lastly, the good work of the Conference should be recognised as a beginning and not at all as the end.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 26.

Mr. MacDonald reviewed the whole labours of the Conference and asked the House to instruct the Government to complete its work in India, where an alternative to the new constitution would be the repression of the whole population, which would afford us neither credit nor success.

The speakers generally paid a tribute to the work of the Round Table Conference and wished the Government well, but Mr. Churchill catalogued "the errors and disasters in handling Indian affairs during the last 18 months." The Round Table was an ill-advised constitutent assembly. The Viceroy had interfered between the Simon Commission and Parliament, which appointed it. The nation now was lethargic, but would be sharp in awakening when it saw the whole position jeopardised.

(*Continued at foot of next column.*)

Mr. Churchill Repudiated.

Mr. Baldin emphasised that Mr. Churchill was not speaking for the Conservative Party, and said that if he led the Conservative Party succeeding the MacDonald Government, their duty would be to implement as far as they could what had been done by the Conference, namely, to work out a federal constitution.

Mr. Wedgwood Benn, Secretary of State for India, winding up the debate, said that in regard to Mr. Baldwin's promise of work for the federation of India, we could not have a federal India without responsibility at the centre.

SOVIET CONVICT-MADE GOODS.

NO REASON FOR INVESTIGATION OF ALLEGATIONS.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 26.

In the House of Commons to-day, replying to Sir William Davison, Dr. Hugh Dalton said that M. Litvinoff had informed Sir Esmond Ovey that the Soviet could not consider the British request for investigation in regard to the alleged forced labour and general conditions in the Russian timber camp, any more than the British Government similarly would. The Soviet, like other countries, employed convicts, but solely for road making and that solely concerned the Soviet.

Sir Esmond Ovey was also informed that neither prison labour nor generally forced labour were employed for the export of timber industry.

Replying to a suggestion by Commander Locker-Lampson, Dr. Dalton said that there was no precedent for asking the League of Nations to approach the Soviet and offer to undertake an examination of the allegations.

EGYPT ALLOWS GOLD EXPORT.

IMPORTANT DECISION BY GOVERNMENT.

[THROUGH REUTER'S AGENCY.]

CAIRO, Jan. 26.

It is understood that the Government has decided to allow unrestricted export of gold up to £1,000,000, after which the position will be reconsidered.

It is learned that the Egyptian foreign trade returns for 1930 show an adverse trade balance of about £12,000,000.

GERMAN STEEL TRUST "CUTS" WAGES.

CHANCELLOR DISAGREES WITH WAGE REDUCTION.

[THROUGH REUTER'S AGENCY.]

BERLIN, Jan. 26.

The German Steel Trust proposes to "cut" wages in the workshops at Essen by 20 per cent. and to reduce the number of working days this month if necessary.

The Trust is prepared, subject to these conditions, to re-employ 4,500 out of the 7,000 workers who have received dismissal notices.

The trade unions concerned, will, it is learned, reject the proposals, declaring that acceptance would lead to chaos.

Dr. Bruening, the Chancellor, in a speech at Cologne yesterday, said it was impossible to reduce production costs merely by reducing wages as some employers seemed to think.

RAILWAY SMASH IN HOLLAND.

POINTSMAN'S MISTAKE LEADS TO COLLISION.

[REUTER'S AMERICAN SERVICE.]

AMSTERDAM, Jan. 26.

Three were killed and many injured to-night as the result of a collision between a passenger train and a goods train at Groningen Station.

The mishap occurred as the result of a mistake by a pointsman.

AGAINST THREATS ON PESHAWAR.

METALLED ROADS AND POSTS SANCTIONED.

[THROUGH REUTER'S AGENCY.]

NEW DELHI, Jan. 26.

After the troubles at Peshawar last year the Government has sanctioned the construction of posts linked by metalled roads through the Khajuri and Akakhel plains, with the object of preventing hostile concentrations from threatening Peshawar.

Experimental borings have found water, and the posts are being constructed, also a bridge built across the Bara River.

Operations have reached a stage permitting of a material reduction of troops.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Fillmore, Dollar, Feb. 3.
Pres. Monroe, Dollar, Feb. 22.

AMOY.

Taiyuan, B. & S., Jan. 28.
Haiyang, Douglas, Jan. 30.
Anking, B. & S., Feb. 1.
Haining, Douglas, Feb. 3.
Tsinan, B. & S., Feb. 4.
Tjisondari, J.C.J.L., Feb. 5.
Namsang, Jardin's, Feb. 6.
Antung, B. & S., Feb. 8.
Takada, B.I., Feb. 8.
Tjiloboot, J.C.J.L., Feb. 13.
Suisang, Jardine's, Feb. 18.
Tilawa, B.I., Feb. 23.
Tjimanock, J.C.J.L., Feb. 24.

ANTWERP.

Peru, Manners, Jan. 30.
Kashima Maru, N.Y.K., Feb. 7.
Perim, P. & O., Feb. 7.
Celtic Star, Dodwell's, Feb. 14.
Kashgar, P. & O., Feb. 14.
Yasukuni Maru, N.Y.K., Feb. 21.
Afrika, Manners, Feb. 26.
Ramses, Jebsen, Feb. 28.

AUSTRALIAN PORTS.

Nellore, E. & A., Jan. 31.
Changte, B. & S., Feb. 16.
Kitano Maru, N.Y.K., Feb. 19.
Tanda, E. & A., Feb. 28.

BALTIC PORTS.

Peru, Manners, Jan. 30.
Afrika, Manners, Feb. 26.

BALTIMORE.

Foylebank, Bank, Feb. 4.
Helenus, B.F., Feb. 6.
Lossiebank, Bank, Feb. 11.

BANGKOK.

Kiangsu, B. & S., Feb. 2.

BARCELONA.

Derfflinger, Melchers, Feb. 7.

BOMBAY

Tottori Maru, N.Y.K., Jan. 29.
Yamagata Maru, N.Y.K., Jan. 31.
Comorin, P. & O., Jan. 31.
Kidderpore, P. & O., Feb. 5.
Carignano, Dodwell's, Feb. 8.
Iyo Maru, N.Y.K., Feb. 11.
Carcovia, Dodwell's, Feb. 22.

BOSTON.

Malayan Prince, Furness, Jan. 30.
Atago Maru, N.Y.K., Feb. 4.
Foylebank, Bank, Feb. 4.
Helenus, B.F., Feb. 6.
Pres. Fillmore, Dollar, Feb. 8.
Lossiebank, Bank, Feb. 11.
Pres. Monroe, Dollar, Feb. 22.
Cingalese Prince, Furness, Feb. 25.

BREMEN.

Derfflinger, Melchers, Feb. 7.
Havel, Melchers, March 3.

BRINDISI.

Carignano, Dodwell's, Feb. 8.
Carcovia, Dodwell's, Feb. 22.

CALCUTTA.

Rangoon Maru N.Y.K., Jan. 30.
Yamagata Maru, N.Y.K., Jan. 30.
Kutsang, Jardine's, Feb. 2.
Nagato Maru, N.Y.K., Feb. 7.
Talma, B.I., Feb. 7.
Yuensang, Jardine's, Feb. 14.
Takada, B.I., Feb. 27.

CASABLANCA.

Philoctetes, B.F., Feb. 3.
Kashgar, P. & O., Feb. 14.

CEBU.

Helenus, B.F., Feb. 6.

CHEFOO.

Kueichow, B. & S., Feb. 3.

COLOMBO.

Glenapp, Jardine's, Jan. 29.
Tottori Maru, N.Y.K., Jan. 29.
Comorin, P. & O., Jan. 31.
Yamagata Maru, N.Y.K., Jan. 31.
Andre Lebon, M.M., Feb. 3.
Kidderpore, P. & O., Feb. 5.
Kashima Maru, N.Y.K., Feb. 7.
Perim, P. & O., Feb. 7.
Carignano, Dodwell's, Feb. 8.
Pres. Fillmore, Dollar, Feb. 8.
Iyo Maru, N.Y.K., Feb. 11.
Glenapp, Jardine's, Feb. 12.
Kashgar, P. & O., Feb. 14.
Delagoa Maru, N.Y.K., Feb. 15.
Patroclus, B.F., Feb. 16.
Porthos, M.M., Feb. 17.
Yasukuni Maru, N.Y.K., Feb. 21.
Carcovia, Dodwell's, Feb. 22.
Pres. Monroe, Dollar, Feb. 22.

COPENHAGEN.

Peru, Manners, Jan. 30.
Afrika, Manners, Feb. 26.

DALNY.

Chinhua, B. & S., Feb. 3.
Antenor, B.F., Feb. 7.

DUTCH PORTS.

Glenapp, Jardine's, Jan. 29.
Ceylon, Gilman's, Jan. 30.
Peru, Manners, Jan. 30.
Philoctetes, B.F., Feb. 3.
Derfflinger, Melchers, Feb. 7.
Kashima Maru, N.Y.K., Feb. 7.
Perim, P. & O., Feb. 7.
Sauerland, Jebsen, Feb. 7.
City of Lille, Bank, Feb. 9.
Glenapp, Jardine's, Feb. 12.
City of Wellington, Bank, Feb. 13.
Celtic Star, Dodwell's, Feb. 14.
Kashgar, P. & O., Feb. 14.
Patroclus, B.F., Feb. 16.
Yasukuni Maru, N.Y.K., Feb. 21.
Afrika, Manners, Feb. 26.
Ramses, Jebsen, Feb. 28.
Shantung, Gilman's, Feb. 28.
Havel, Melchers, March 3.

FOOCHOW.

Haiyang, Douglas, Jan. 30.
Haining, Douglas, Feb. 3.
Chipshing, Jardine's, Feb. 8.
Cheongshing, Jardine's, Feb. 10.

GENOA.

Ceylon, Gilman's, Jan. 30.
Derfflinger, Melchers, Feb. 7.
Saurerland, Jebsen, Feb. 7.
Carignano, Dodwell's, Feb. 8.
Pres. Fillmore, Dollar, Feb. 8.
Delagoa Maru, N.Y.K., Feb. 16.
Peleus, B.F., Feb. 20.
Carcovia, Dodwell's, Feb. 22.
Pres. Monroe, Dollar, Feb. 22.
Ramses, Jebsen, Feb. 28.
Shantung, Gilman's, Feb. 28.

GLASGOW.

Laomedon, B.F., Jan. 31.
Patroclus, B.F., Feb. 10.
Peleus, B.F., Feb. 20.

GOTHENBURG.

Ceylon, Gilman's, Jan. 30.
Shantung, Gilman's, Feb. 28.

HAIPHONG AND HOIHOW.

Kiungchow, B. & S., Jan. 30.
Anking, B. & S., Feb. 1.
Kingyuan, B. & S., Feb. 12.

HAMBURG.

Ceylon, Gilman's, Jan. 30.
Peru, Manners, Jan. 30.
Philoctetes, B.F., Feb. 3.
Derfflinger, Melchers, Feb. 7.
Perim, P. & O., Feb. 7.
Saurerland, Jebsen, Feb. 7.
City of Lille, Bank, Feb. 9.
Glenapp, Jardine's, Feb. 12.
City of Wellington, Bank, Feb. 13.
Celtic Star, Dodwell's, Feb. 14.
Afrika, Manners, Feb. 26.
Ramses, Jebsen, Feb. 28.
Shantung, Gilman's Feb. 28.
Havel, Melchers, March 3.

HAVRE.

Peru, Manners, Jan. 30.
Laomedon, B.F., Jan. 31.
City of Wellington, Bank, Feb. 13.
Peleus, B.F., Feb. 20.
Afrika, Manners, Feb. 26.

HONOLULU.

Ginyo Maru, N.Y.K., Feb. 1.
Asama Maru, N.Y.K., Feb. 4.
Emp. of Australia, C.P.S., Feb. 17.
Taiyo Maru, N.Y.K., Feb. 19.

ILOILO.

Helenus, B.F., Feb. 6.

JAPAN PORTS

Hakodate Maru, N.Y.K., Jan. 28.
Kaga Maru, N.Y.K., Jan. 29.
Ramses, Jebsen, Jan. 29.
Eurylochus, F.F., Jan. 30.
Venezia-L., Dodwell's, Jan. 30.
Malwa, P. & O., Jan. 31.
Tyndareus, B.F., Jan. 31.
Ginyo Maru, N.Y.K., Feb. 1.
Nippon, Gilman's, Feb. 2.
Alipore, P. & O., Feb. 3.
Chenonceaux, M.M., Feb. 3.
Asama Maru, N.Y.K., Feb. 4.
Atago Maru, N.Y.K., Feb. 4.
Emp. of Japan, C.P.S., Feb. 5.
Machaon, B.F., Feb. 6.
Namsang, Jardin's, Feb. 6.
Tanda, E. & A., Feb. 6.
Suwa Maru, N.Y.K., Feb. 7.
Leverkusen, Jebsen, Feb. 8.
Takada, B.I., Feb. 8.
Carcovia, Dodwell's, Feb. 10.
Hikawa Maru, N.Y.K., Feb. 12.
Khyber, P. & O., Feb. 14.
Autolycus, B.F., Feb. 15.
Athos II., M.M., Feb. 17.
Emp. of Australia, C.P.S., Feb. 17.
Saarland, Jebsen, Feb. 17.
Emp. of Asia, C.P.S., Feb. 18.
Suisang, Jardine's, Feb. 18.
Eumaeus, B.F., Feb. 19.
Taiyo Maru, N.Y.K., Feb. 19.
Carnavonshire, Jardine's, Feb. 20
Somali, P. & O., Feb. 20.
Aller, Melchers, Feb. 21.
Protesilaus, B.F., Feb. 21.
Tilawa, B.I., Feb. 23.
Heian Maru, N.Y.K., Feb. 26.
Glenbeg, Jardine's, Feb. 27.
Rawalpindi, P. & O., Feb. 28.
Kulmerland, Jebsen, March 1.

JAVA PORTS.

Tjikembang, J.C.J.L., Jan. 28.
Tjibadak, J.C.J.L., Feb. 3.
Tjisalak, J.C.J.L., Feb. 10.
Tjisondari, J.C.J.L., Feb. 17.
Tjimanock, J.C.J.L., Feb. 24.

LIVERPOOL.

Laomedon, B.F., Jan. 31.
Celtic Star, Dodwell's, Feb. 14.
Delagoa Maru, N.Y.K., Feb. 16.
Peleus, B.F., Feb. 20.

LONDON.

Glenapp, Jardine's, Jan. 29.
Comorin, P. & O., Jan. 31.
Philoctetes, B.F., Feb. 3.
Kashima Maru, N.Y.K., Feb. 7.
Perim, P. & O., Feb. 7.
Carignano, Dodwell's, Feb. 8.
City of Lille, Bank, Feb. 9.
Glenapp, Jardine's, Feb. 12.
City of Wellington, Bank, Feb. 13
Celtic Star, Dodwell's, Feb. 14.
Kashgar, P. & O., Feb. 14.
Patroclus, B.F., Feb. 16.
Yasukuni Maru, N.Y.K., Feb. 21.
Carcovia, Dodwell's, Feb. 22.
Malwa, P. & O., Feb. 23.

LOS ANGELES

Ginyo Maru, N.Y.K., Feb. 1.
Asama Maru, N.Y.K., Feb. 4.
Pres. McKinley, A.M.L., Feb. 10.
Taiyo Maru, N.Y.K., Feb. 19.
Pres. Grant, A.M.L., Feb. 24.

MANILA

Nellore, E. & A., Jan. 31.
Pres. McKinley, A.M.L., Jan. 31.
Laomedon, B.F., Feb. 1.
Tjibadak, J.C.J.L., Feb. 3.
Helenus, B.F., Feb. 6.
Derfflinger, Melchers, Feb. 7.
Emp. of Canada, C.P.S., Feb. 7.
Pres. Fillmore, Dollar, Feb. 8.
Pres. Jefferson, A.M.L., Feb. 10.
Changte, B. & S., Feb. 16.
Tjisondari, J.C.J.L., Feb. 17.
Kitano Maru, N.Y.K., Feb. 19.
Pres. Monroe, Dollar, Feb. 22.
Emp. of Russia, C.P.S., Feb. 23.
Tanda, E. & A., Feb. 28.

MARSEILLES.

Peru, Manners, Jan. 30.
Comorin, P. & O., Jan. 31.
Andre Lebon, M.M., Feb. 3.
Philoctetes, B.F., Feb. 3.
Kashima Maru, N.Y.K., Feb. 7.
Perim, P. & O., Feb. 7.
Pres. Fillmore, Feb. 8.
Kashgar, P. & O., Feb. 14.
Delagoa Maru, N.Y.K., Feb. 15.
Patroclus, B.F., Feb. 16.
Porthos, M.M., Feb. 17.
Yasukuni Maru, N.Y.K., Feb. 21.
Pres. Monroe, Dollar, Feb. 22.
Afrika, Manners, Feb. 26.
Malwa, P. & O., Feb. 28.
Ramses, Jebsen, Feb. 28.
Havel, Melchers, March 3.

NAPLES.

Malayan Prince, Furness, Jan. 30.
Pres. Fillmore, Dollar, Feb. 8.
Yasukuni Maru, N.Y.K., Feb. 21.
Pres. Monroe, Dollar, Feb. 22.
Cingalese Prince, Furness, Feb. 25.

NEW YORK, BOSTON, etc.

Malayan Prince, Furness, Jan. 30.
Foylebank, Bank, Feb. 4.
Atago Maru, N.Y.K., Feb. 6.
Helenus, B.F., Feb. 6.
Pres. Fillmore, Dollar, Feb. 8.
Lossiebank, Bank, Feb. 11.
Emp. of Australia, C.P.S., Feb. 17.
Pres. Monroe, Dollar, Feb. 22.
Cingalese Prince, Furness, Feb. 25.

NORTH CHINA PORTS.

Atago Maru, N.Y.K., Feb. 4.
Saarbruecken, Melchers, Feb. 13.
Emp. of Australia, C.P.S., Feb. 17.

PAKHOI.

Kiungchow, B. & S., Jan. 30.
Kingyuan, B. & S., Feb. 12.

PANAMA

Ginyo Maru, N.Y.K., Feb. 1.
Atago Maru, N.Y.K., Feb. 6.
Emp. of Australia, C.P.S., Feb. 17.

PENANG.

Glenapp, Jardine's, Jan. 29.
Tottori Maru, N.Y.K., Jan. 29.
Rangoon Maru N.Y.K., Jan. 30.
Comorin, P. & O. Jan. 31.
Yamagata Maru, N.Y.K., Jan. 31.
Kutsang, Jardine's, Feb. 2.
Kidderpore, P. & O., Feb. 5.
Kashima Maru, N.Y.K., Feb. 7.
Nagato Maru, N.Y.K., Feb. 7.
Perim, P. & O., Feb. 7.
Talma, B.I., Feb. 7.
Pres. Fillmore, Dollar, Feb. 8.
Iyo Maru, N.Y.K., Feb. 11.
Glenapp, Jardine's, Feb. 12.
Celtic Star, Dodwell's, Feb. 14.
Kashgar, P. & O., Feb. 14.
Yuessang, Jardine's, Feb. 14.
Patroclus, B.F., Feb. 16.
Yasukuni Maru, N.Y.K., Feb. 21.
Pres. Monroe, Dollar, Feb. 22.
Takada, B.I., Feb. 27.

RABAUL.

Bremerhaven, Melchers, Jan. 29.
Nellore, E. & A., Jan. 31.
Tanda, E. & A., Feb. 28.

RANGOON.

Rangoon Maru N.Y.K., Jan. 30.
Nagato Maru, N.Y.K., Feb. 7.

SAIGON.

Andre Lebon, M.M., Feb. 3.
Porthos, M.M., Feb. 17.

SANDAKAN.

Yusang, Jardine's, Feb. 3.
Mausang, Jardine's, Feb. 13.

SAN FRANCISCO.

Ginyo Maru, N.Y.K., Feb. 1.
Asama Maru, N.Y.K., Feb. 4.
Atago Maru, N.Y.K., Feb. 6.
Pres. McKinley, A.M.L., Feb. 10.
Emp. of Australia, C.P.S., Feb. 17.
Taiyo Maru, N.Y.K., Feb. 19.
Pres. Grant, A.M.L., Feb. 24.

SCANDINAVIAN PORTS.

Ceylon, Gilman's, Jan. 30.
Peru, Manners, Jan. 30.
Afrika, Manners, Feb. 26.
Shantung, Jardine's, Feb. 28.

SEATTLE.

[illegible] B.F., Jan. 31.
Pres. Taft, Dollar, Feb. 3.
Hikawa Maru, N.Y.K., Feb. 12.
Pres. Jefferson, A.M.L., Feb. 17.
Protesilaus, B.F., Feb. 21.
Heian Maru, N.Y.K., Feb. 26.

SHANGHAI.

Hangsang, Jardine's, Jan. 28.
Sunning, B. & S., Jan. 28.
Taiyuan, B. & S., Jan. 28.
Changchow, B. & S., Jan. 29.
Kaga Maru, N.Y.K., Jan. 29.
Nowchwang, B. & S., Jan. 29.
Eurylochus, F.F., Jan. 30.
Tjimanock, J.C.J.L., Feb. 24.
Ramses, Jebsen, Jan. 29.
Venezia-L., Dodwell's, Jan. 30.
Malwa, P. & O., Jan. 31.
Shantung, B. & S., Feb. 1.
Yatshing, Jardine's, Feb. 1.
Kanchow, B. & S., Feb. 2.
Nippon, Gilman's, Feb. 2.
Chenonceaux, M.M., Feb. 3.
Chinhua, B. & S., Feb. 3.
Suiyang, B. & S., Feb. 3.
Asama Maru, N.Y.K., Feb. 4.
Atago Maru, N.Y.K., Feb. 4.
Kwongsang, Jardine's, Feb. 4.
Tsinan, B. & S., Feb. 4.
Emp. of Japan, C.P.S., Feb. 5.
Tjisondari, J.C.J.L., Feb. 5.
Tanda, E. & A., Feb. 6.
Antenor, B.F., Feb. 7.
Suwa Maru, N.Y.K., Feb. 7.
Chaksang, Jardine's, Feb. 8.
Leverkusen, Jebsen, Feb. 8.
Carcovia, Dodwell's, Feb. 10.
Fooshing, Jardine's, Feb. 11.
Hikawa Maru, N.Y.K., Feb. 12.
Saarbruecken, Melchers, Feb. 13.
Tjiloboot, J.C.J.L., Feb. 13.
Khyber, P. & O., Feb. 14.
Autolycus, B.F., Feb. 15.
Athos II., M.M., Feb. 17.
Emp. of Australia, C.P.S., Feb. 17.
Saarland, Jebsen, Feb. 17.
Emp. of Asia, C.P.S., Feb. 18.
Suisang, Jardine's, Feb. 18.
Eumaeus, B.F., Feb. 19.
Carnavonshire, Jardine's, Feb. 20
Somali, P. & O., Feb. 20.
Aller, Melchers, Feb. 21.
Tilawa, B.I., Feb. 23.
Heian Maru, N.Y.K., Feb. 26.
Malaya, Manners, Feb. 26.
Glenbeg, Jardine's, Feb. 27.
Rawalpindi, P. & O., Feb. 28.
Kulmerland, Jebsen, March 1.

SINGAPORE

Glenapp, Jardine's, Jan. 29.
Kwangtung, B. & S., Jan. 29.
Tottori Maru, N.Y.K., Jan. 29.
Rangoon Maru, N.Y.K., Jan. 30.
Comorin, P. & O., Jan. 31.
Yamagata Maru, N.Y.K., Jan. 31.
Anking, B. & S., Feb. 1.
Laomedon, B.F., Feb. 1.
Kutsang, Jardine's, Feb. 2.
Andre Lebon, M.M., Feb. 3.
Philoctetes, B.F., Feb. 3.
Kidderpore, P. & O., Feb. 5.
Helenus, B.F., Feb. 6.
Kashima Maru, N.Y.K., Feb. 7.
Nagato Maru, N.Y.K., Feb. 7.
Perim, P. & O., Feb. 7.
Talma, B.I., Feb. 7.
Antung, B. & S., Feb. 8.
Carignano, Dodwell's, Feb. 8.
Pres. Fillmore, Dollar, Feb. 8.
Iyo Maru, N.Y.K., Feb. 11.
Glenapp, Jardine's, Feb. 12.
Celtic Star, Dodwell's, Feb. 14.
Kashgar, P. & O., Feb. 14.
Yuensang, Jardine's, Feb. 14.
Delagoa Maru, N.Y.K., Feb. 16.
Patroclus, B.F., Feb. 16.
Porthos, M.M., Feb. 17.
Peleus, B.F., Feb. 20.
Yasukuni Maru, N.Y.K., Feb. 21.
Carcovia, Dodwell's, Feb. 22.
Pres. Monroe, Dollar, Feb. 22.
Kawachi Maru, N.Y.K., Feb. 26.
Takada, B.I., Feb. 27.
Havel, Melchers, March 3.

SOUTH AFRICAN PORTS.

Kawachi Maru, N.Y.K., Feb. 26.

SOUTH AMERICAN PORTS.

Ginyo Maru, N.Y.K., Feb. 1.
Kawachi Maru, N.Y.K., Feb. 26.

SWATOW.

Hangsang, Jardine's, Jan. 28.
Sunning, B. & S., Jan. 28.
Changchow, B. & S., Jan. 29.
Kwangtung, B. & S., Jan. 29.
Haiyang, Douglas, Jan. 30.
Anking, B. & S., Feb. 1.
Shantung, B. & S., Feb. 1.
Yatshing, Jardine's, Feb. 1.
Kiangsu, B. & S., Feb. 2.
Haining, Douglas, Feb. 3.
Kueichow, B. & S., Feb. 3.
Suiyang, B. & S., Feb. 3.
Kwongsang, Jardine's, Feb. 4.
Antung, B. & S., Feb. 8.
Chaksang, Jardine's, Feb. 8.
Chipshing, Jardine's, Feb. 8.
Fooshing, Jardine's, Feb. 11.
Cheongshing, Jardine's, Feb. 10.

TIENTSIN.

Kueichow, B. & S., Feb. 3.
Chipshing, Jardine's, Feb. 8.
Cheongshing, Jardine's, Feb. 10.

TRIESTE AND VENICE

Carignano, Dodwell's, Feb. 8.
Carcovia, Dodwell's, Feb. 22.

TSINGTAO.

Hangsang, Jardine's, Jan. 28.
Sunning, B. & S., Jan. 28.
Shantung, B. & S., Feb. 1.
Yatshing, Jardine's, Feb. 1.
Suiyang, B. & S., Feb. 3.
Kwongsang, Jardine's, Feb. 4.
Chaksang, Jardine's, Feb. 8.
Fooshing, Jardine's, Feb. 11.

VANCOUVER, B.C.

Tyndareus, B.F., Jan. 31.
Empress of Japan, C.P.S., Feb. 5.
Hikawa Maru, N.Y.K., Feb. 12.
Emp. of Asia, C.P.S., Feb. 18.
Protesilaus, B.F., Feb. 21.

VICTORIA, B.C.

Tyndareus, B.F., Jan. 31.
Pres. Taft, Dollar, Feb. 3.
Emp. of Japan, C.P.S., Feb. 5.
Hikawa Maru, N.Y.K., Feb. 12.
Pres. Jefferson, A.M.L., Feb. 17.
Emp. of Asia, C.P.S., Feb. 18.
Protesilaus, B.F., Feb. 21.
Heian Maru, N.Y.K., Feb. 26.

VLADIVOSTOCK.

Carnavonshire, Jardine's, [illegible]
Glenbeg, Jardine's, Feb. 27.

WEIHAIWEI.

Kueichow, B. & S., Feb. 3.

EXPECTED ARRIVALS AND MOVEMENTS.

Alipore due from Singapore Feb. 3.

Aller due from Europe Feb. 21.

Andre Lebon due from Shanghai Feb. 3.

Antenor due from Europe Feb. 6.

Atago Maru due from Japan Feb. 3.

Autolycus due from Europe Feb. 15.

Carnavonshire due from Europe Feb. 20.

Changte due from Australia Feb. 13.

City of Guildford due from Straits Feb. 4.

Comorin due from Shanghai Jan. 30.

Cremer due from Swatow Jan. 28.

Delagoa Maru due here Feb. 15.

Derfflinger due from North China ports Feb. 7.

Emp. of Australia due from Bombay Feb. 14.

Emp. of Canada due from Japan Feb. 7.

Emp. of Japan in dock.

Emp. of Russia due from Vancouver Feb. 23.

Eumaeus due from Europe Feb. 18.

Eurylochus due from Europe Jan. 30.

Ginyo Maru arrived from Japan Jan. 27.

Glenapp due from Japan Feb. 12.

Glenbeg due from Europe Feb. 27.

Heiyo Maru due from Japan Feb. 22.

Helenus due from North China ports Feb. 6.

Hikawa Maru due from Shanghai Jan. 31.

Iyo Maru due here Feb. 10.

Kaga Maru due here Jan. 29.

Kalyan arrived London Jan. 25, 11 p.m.

Kashima Maru due from Japan Feb. 6.

Kawachi Maru due here Feb. 21.

Khiva due from Straits Jan. 26.

Khyber due from Europe Feb. 13.

Kidderpore due from Japan Feb. 4.

Kulmerland due from Europe March 1.

La Prata Maru due from Japan Feb. 5.

Laomedon due from North China ports Feb. 1.

Leverkusen due from Europe Feb. 8.

Machaon due from Straits Feb. 6.

Malwa due from Singapore Jan. 30.

Melbourne Maru due from Japan Feb. 3.

Nagato Maru due here Feb. 6.

Nellore due from Japan Jan. 28.

Patroclus due from North China ports, Feb. 16.

Peleus due from Japan Feb. 20.

Philoctetes due from North China ports Feb. 3.

Pres. Fillmore due from Japan Feb. 7.

Pres. Jefferson due from Japan Feb. 9.

Pres. McKinley due from Shanghai Jan. 30.

Protesilaus due from Vancouver Feb. 12.

Ramses due from Europe Jan. 29.

Rangoon Maru due here Jan. 29.

Saarbruecken due from Europe Feb. 13.

Saarland due from Europe Feb. 17.

Sauerland due from Japan Feb. 7.

Somali due from Europe Feb. 19.

Storviken due from Java Jan. 31.

Taiyo Maru due from Japan Feb. 15.

Takada due from Calcutta Feb. 6.

Tanda due from Australia Feb. 4.

Tilawa due from Calcutta Feb. 22.

Tjibadak due from Shanghai Feb. 1.

Tjikembang arrived from Amoy Jan. 27.

Tjimanock due from Manila Jan. 29.

Tjipanas due from Sandakan Jan 28.

Tottori Maru due from Shaghai Jan. 28.

Tyndareus arrived from Japan Jan. 22.

Yamagata Maru due here Jan. 29.

Yasukuni Maru due from Japan Feb. 20.

The m.v. Ramses (H.A.L.) left Manila on the 27th instant at 5 p.m. and is due here on Thursday at 6 p.m.

Weekly Trans-Pacific Service

To San Francisco and Los Angeles — *The Sunshine Belt via Honolulu* — Fortnightly sailings on Tuesdays

Pres. McKinley...Tues., Feb. 10
Pres. Grant .....Tues., Feb. 24
Pres. Cleveland ..Tues., Mar. 10

To Seattle and Victoria — *The Short, Straight Route to America* — Fortnightly sailings on Tuesdays

Pres. Taft ... . Tues., Feb. 3, 8 a.m.
Pres. Jefferson ...Tues., Feb. 17
Pres. Lincoln ....Tues., Mar. 3

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

ROUND TRIP FARE TO EUROPE

From HONG KONG to NAPLES ... ... £152. 5. 0d.
" " " MARSEILLES ... £161. 0. 0d.
" " " LONDON ... ... £169. 15. 0d.

Full particulars upon application.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria Naples, Genoa, Marseilles, New York and Boston

Pres. Fillmore...Sun., Feb. 8, 8 a.m. Pres. Van Buren.Sun., Mar. 8, 8 a.m.
Pres. Monroe ...Sun., Feb. 22, 8 a.m. Pres. Garfield ...Sun., Mar. 22, 8 a.m.

To Manila

Pres. McKinley .... Jan. 31, 6 p.m. Pres. Grant ..... Feb. 14, 6 p.m.
Pres. Jefferson ...Feb. 10, 6 p.m. Pres. Lincoln ... ...Feb. 24, 6 p.m.

CANTON BRANCH:—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE

CONSIGNEE NOTICES

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "HAVEL" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Steamer "HAVEL" has taken at HAMBURG and BREMEN Through Cargo for HONG KONG ex S.S. "WERRA," S.S. "GERHARD," S.S. "ALBERT," S.S. "ELECTRA," S.S. "ANSEL" and S.S. "STAR" from OSCARSHAMN, STETTIN, GOTHENBURG, WIBORG and KOTKA.

All Goods remaining undelivered after the 3rd February, 1931, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe, at 10 a.m., on the 2nd February, 1931.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for Countersignature.

MELCHERS & CO.,
Agents:
NORDDEUTSCHER LLOYD, BREMEN.
Hong Kong, 27th Jan., 1931. [246

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENREOCH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th February, 1931, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., LTD.,
Agents.
Hong Kong, 24th Jan., 1931. [283

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "KHIVA."

ARRIVED HONG KONG ON 26TH JANUARY, 1931.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 15th February, 1931, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & Co.,
Agents.
Hong Kong, 26th Jan., 1931. [24

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Motor Vessel "AFRIKA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 31st January, 1931, at 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashe on the 30th January, 1931, at 10 a.m.

All Claims against the Vessel must be presented to the Undersigned on or before the 4th February, 1931, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.,
Agents.
Hong Kong, 24th Jan., 1931. [239

NOTICE TO MARINERS.

PEIYUSHAN LIGHT-STATION.

Notice is hereby given that the permanent light on Peiyushan will be overhauled near the end of February, 1931, and during the period of overhaul two temporary *white* lights will be exhibited from the balcony of the existing tower, one on the north side of the tower and one on the south side.

The temporary lights will be exhibited on or about February 24, 1931, and without further notice. They will consist of sixth order acetylene flashing lights, giving a flash of 0.3 second duration every three seconds.

These temporary lights will be visible in clear weather for a distance of 10 nautical miles and will show all round except where obscured by outlying islands, as stated in the "List of Lighthouses, etc.," 1930 edition.

On completion of the overhaul the permanent light will be re-exhibited without further notice and with the same characteristics as before. The temporary lights will be discontinued simultaneously with the re-exhibition of the permanent light.

SHIPS IN HARBOUR.

The following vessels were in port yesterday:—

Buoys:—A1 Katori Maru, A3 Tyndareus, A4 Tjiliwong, A5 Yuan Lee, A8 Singko, A9 Triumph, A19 Helenus, B1 Hangsang, B8 Chung Kong, B9 Ichang, B14 Kwangtung, B16 Canton, B17 Prosper, B18 Borneo, B21 Kiangsu, B22 Hinsang, B23 Michael Jebsen, B24 Seistan, C1 Kamangata, C2 Kaiapoi, C3 Paling Maru, C4 New Mathilde, C5 Bintang, C6 Hirundo.

WARSHIPS IN HARBOUR.

The following warships were in port yesterday:—

North Wall.—Iroquois, Seraph, Petersfield.
South Wall.—Herald.
East Wall.—Serapis, Seamew.
North Arm.—Cornflower.
West Wall.—Cumberland.
In Dock.—Osiris Oswald.
Buoy No. 5.—Bruce.
Buoy No. 6.—Stormcloud, Sommerset.
Buoy No. 7.—Thracian, Sterling.
Buoy No. 9.—Sepy.
Buoy No. 13.—Sandwich.
Foreign Men of War.—U.S.S. Mindanao and Helena, Portuguese Adamastor.

EXCHANGE.

CLOSING QUOTATIONS.

January 27, 1931.

ON LONDON:—	
Telegraphic Transfer	1/1⅜
Bank Bills, on demand	1/1⅜
Bank Bills, 4 months' sight	1/1⅛
Credits, 4 months' sight	1/- 7/16
Documents, 4 months' sight	1/- 9/16
ON PARIS:—	
Bank Bills, on demand	605
Credits, 4 months' sight	605
ON NEW YORK:—	
Bank Bills, on demand	23⅜
Credits, 60 days' sight.	24⅛
ON BOMBAY:—	
Telegraphic Transfer	66
Bank, on demand ...	
ON CALCUTTA:—	
Telegraphic Transfer...	66
Bank, on demand ...	
ON SHANGHAI:—	Tls. 75
Bank, at sight	83⅞ d/s.
ON YOKOHAMA:—	
On demand	48
ON MANILA.—On demand...	47⅛
ON SINGAPORE:—	
On demand	49⅛
ON BATAVIA:—On demand..	59½
ON HAIPHONG:—	
On demand	61¼
ON SAIGON:—On demand	
ON BANGKOK:—	
On demand	184
SOVEREIGNS, Bank's Buying Rate	1/- 7/16
BAR SILVER, per oz.	3 15/16

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "LYCAON" FROM UNITED KINGDOM VIA SINGAPORE are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 26th January.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 2nd February will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 16th February, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
26th January, 1931. [245

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. — SHAREBROKERS' ASSOCIATION.

TUESDAY, JANUARY 27.

Buyers	Sellers	Sales	Nominal		Buyers	Sellers	Sales	Nominal
				Banks				
$2,020	...	...	...	H.K. Banks	$2,035	...	...	...
...	...	...	£112½	Do. (London) ...	...	...	...	...
...	...	...	£16⅜	Chartered Banks ...	...	...	...	£16⅜
...	...	...	£24⅜	Mercantile Bks. "A"	£24⅛	...	...	...
...	...	...	£12⅛	Do. "C"	£11⅛	...	...	...
...	...	...	$120	Bank of East Asia...	$120	...	...	...
				Insurances				
...	...	1,290/	1,300	Canton Insurances..	...	$1,300	...	...
$3½	...	...	...	Underwriters	$3.20	...	...	...
T.160	...	...	...	North Chinas.....	...	...	...	T160
...	$600	$595	...	Union Insurances ...	$595	$600	...	...
...	...	...	M.$50	Yangtsze Insurances	...	...	...	$60
$475	...	...	...	China Fires	$450	...	...	...
...	...	...	$1,300	H.K. Fires.....	...	...	...	$1,300
				Shipping				
...	...	...	$28½	Douglases	...	...	...	$28½
...	$28	...	...	Steamboats	...	$28	...	...
...	...	...	$40	Indos (prof.)	...	...	...	$40
...	...	...	$30	Do. (def.)	...	...	...	$25
...	...	...	75/7½	Sholl Transports	72/3	...	...	...
...	...	...	$39	Water-boats, cum. r.	...	$38	...	...
				Mining				
...	...	...	$11	Benquets.....	...	...	$10½	...
...	...	...	32/6	Kailans	...	...	...	27/6
...	...	...	...	Langkats (comb.) ...	...	...	...	T14.40
...	...	...	T.6½	Do (single) ...	...	...	...	$7.40
...	...	...	T.2½	Explorations.....	...	...	...	T.2½
...	...	...	...	Shanghai Loans ...	...	...	...	T.6
...	$39½	...	...	Raubs	$37½	...	...	...
...	...	...	...	Tronoh Mines	...	...	...	13/-
				Docks, Wharves, Godowns, etc.				
...	...	170½/2	...	H.K. & K. Wharfs...	$171	...	...	...
...	...	$5.50	...	Providents (old) ...	$5.30	...	$5.35	...
...	...	...	$2.65	Do. (new) ...	$2.50	...	...	...
$30	...	...	...	H.K. Docks	$31	...	...	...
...	...	...	$10	South China Motors..	...	...	...	$10
...	...	...	T.106	Shanghai Docks ...	...	...	...	T.117
...	...	...	T.6	New Engineerings	...	...	...	T.7
...	...	...	T.270	Hongkews	...	...	...	...
				Lands, Hotels, and Buildings				
$12.80	...	12.80/.90		H.K. & S. Hotels ...	$12.80	...	$12.90	...
$84½	...	...	...	H.K. Lands (old)...	$84½	...	$84½/.65	
$83¼	...	...	...	Do. (new) A	$8 3½	...	...	...
$82½	...	...	...	Do., (new) B	...	...	...	...
T.350	...	...	...	Shanghai Lands ...	...	...	...	...
...	...	...	$9.35	H.K. Realtys	$9.30	...	$9.35	...
...	...	...	$17.30	Humphreys, cum rts.	$17.30	...	...	...
...	...	...	$3	Do. rights	...	...	...	...
...	...	...	$87	Chinese Estates ...	...	...	...	...
				Cotton Mills				
...	...	...	T.14	Ewos	T.14	T.14½	...	...
...	...	...	T.90½	Shai. Cottons.....	...	...	...	T84
T.10	...	...	...	Zoong Sings	...	...	...	T.10
				Public Utilities				
$17½	...	...	...	Tramways	$17.80	..	...	...
...	...	...	$14½	Peak Trams (old)...	...	...	...	$14½
...	...	...	$6⅜	Do. (new)...	...	...	...	37
...	...	...	$92½	Star Ferries	$93½	$93	...	...
$25.30	...	$25.35	...	China Lights	$25.30	...	$25½/.35	
$80	$80½	...	...	H.K. Electrics	$80	...	80.15/80	
...	...	...	$23	Macao do.	...	...	...	...
...	...	...	$12	Sandakan Lights ...	...	...	...	...
...	...	...	$35½	Telephones (fully pd.)	...	...	...	...
...	...	...	$23	Do. (part pd.)	$22½	$23	$23	...
...	...	...	T.19	China Buses	...	...	...	...
...	...	...	7/10	Tractions	...	...	...	7/-
...	...	...	10/-	Do. (pref.).....	...	...	...	...
				Industrials				
...	...	...	T.11⅜	Caldbeck, (ord.)	...	...	...	...
...	...	...	T.11	Macgregors (pref.)	...	...	...	...
...	...	...	$3.60	Canton Ices	...	$3.60	...	...
$17	...	16⅜/17	...	Cements (comb.)...	$16.80	...	$16⅜/.90	
$12	...	...	...	Do (old)...	...	...	...	$13
...	...	...	$5.30	Do. (new)...	...	...	...	$4½
...	$13.40	$13.30	...	Ropes	$13.30	$13.45	13.30/.40	
...	...	...	$6.80	China Sugars	...	...	...	...
...	...	...	$27	Malabon Sugars ...	...	$26	...	...
				Miscellaneous				
...	...	...	$26½	Dairy Farms (old)	$26½	$26⅝	$26.30	...
...	...	...	$24½	Do. (new)	$24½	...	...	...
...	...	...	$1	Der A. Wings.....	...	...	...	...
...	...	...	¼	Amusements, rights	...	...	...	...
$23½	...	...	...	Do. cum right	$23	...	...	...
$12½	...	...	...	Chin. Entertainm'ts.	$12½	...	...	...
...	...	...	$5.20	Constructions	...	...	...	$5.10
...	...	...	$4	Lane Crawfords ...	$4	..	$4	...
$19	...	...	...	Mackintoshs	...	...	...	...
...	...	...	...	Nanyang Tobacco...	$3½	...	...	...
...	...	...	$13½	Sinceres	$13½	$13.85	...	...
...	...	...	$12.60	Watsons	$12½	...	...	...
...	...	...	$2.85	Wm. Powells	...	...	...	$2½
$3.15	...	...	...	Venzuela Gold Flds.	$3.30	...	...	...
...	...	...	67⅛/.	B. Ind. G.S Bonds...	67⅛	...	...	...
...	...	prem.	6⅛/.	H.K. Govt. Loans ...	$106½	...	...	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS. From G.P.O.	WEEK DAYS. From Sheungwan Branch P.O.	SUNDAYS & HOLIDAYS From G.P.O.	SUNDAYS & HOLIDAYS From Sheungwan Branch P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.30 a.m. 7.00 p.m.	7.15 a.m. & 5.00 p.m. Sundays 5 p.m. only	7.30 a.m. & 7.00 p.m. Sundays 7.00 p.m. only
Macao & Taishan	7.15 a.m. & 1.15 p.m.	7.30 a.m. 1.30 p.m.	7.15 a.m. & 1.15 p.m. Sundays 8.15 a.m. only	7.30 a.m. & 1.30 p.m. Sundays 8.30 a.m. only
Kongmoon (except Saturdays)	5.00 p.m.	6.00 p.m.	5.00 p.m.	6.00 p.m.
Kaukong (except Saturdays)		6.00 p.m.		6.00 p.m.
Fatshan (By Train)	7.15 a.m.		7.15 a.m.	
Tai O	9.00 a.m.		9.00 a.m.	
Tai Po	9.00 a.m. & 3.00 p.m.		9.00 a.m.	
Shumchun	9.00 a.m. & 3.00 p.m.		11.0 a.m.	
Cheungchow	12.30 p.m. & 4.30 p.m. Saturdays 1.00 p.m. & 4.30 p.m.		11.00 a.m. & 4.30 p.m.	
Aberdeen	8.30 a.m.		8.30 a.m.	
Stanley	1.00 p.m.		1.00 p.m.	
Autan, Pingshan, Santin, Shatin, Shatsukok and Sheungshui	3.00 p.m.		10.30 a.m.	
Sailung	4.30 p.m.		4.30 p.m.	
Namtau, Shekki & Taiping (Fumtin)		7.00 p.m.		7.00 p.m.

FOREIGN MAILS

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS.

FROM	PER	DUE
JAPAN, SHANGHAI and EUROPE via SIBERIA (London, 8th Jan.)	*Tottori Maru* ...	28th Jan.
SANDAKAN	*Tjipanas*	28th Jan.
AMOY and SWATOW	*Oremer* ..	28th Jan.
JAPAN...	*Nellore*	28th Jan.
SHANGHAI and SWATOW	*Shantung*... ...	29th Jan.
JAVA and MANILA	*Tjimanook* ...	29th Jan.
EUROPE via SUEZ. (Letters and papers, London, 1st Jan, 1931, and Parcels, 25th December, 1930)	*Malwa*	30th Jan.
JAPAN and SHANGHAI	*Comorin*	30th Jan.
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 10th January) ...	*Pres. McKinley* ...	30th Jan.
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 7th January)	*Hikawa Maru* ...	31st Jan.
JAVA	*Storviken*... ..	31st Jan.
SHANGHAI and AMOY	*Tjibadak*	1st Feb.
STRAITS	*Alipore*	2nd Feb.
JAPAN and SHANGHAI	*Andre Lebon*	3rd Feb.
JAPAN	*Melbourne Maru*	3rd Feb.
AUSTRALIA and MANILA	*Tanda* ...	4th Feb.
JAPAN	*La Plata Maru* ...	4th Feb.
JAPAN and SHANGHAI	*Kashima Maru* ...	6th Feb.
CANADA, U.S.A., HONOLULU, JAPAN and SHANGHAI (Vancouver, B.C., 17th Jan.)	*Emp. of Canada*...	7th Feb.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 9th January ...	*Pres. Fillmore* ...	7th Feb.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 16th January) ...	*Pres. Jefferson* ..	9th Feb.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE and TIME
		Wednesday, 28th
Swatow	*Sunning*	10.30 A.M.
Java via Batavia	*Tjikembang* ..	2.30 P.M.
Haiphong	*Canton*	2.30 P.M.
Amoy	*Taiyuan*	3.30 P.M.
Shanghai and *EUROPE via Siberia ...	*Lycaon*	3.30 P.M.
Tourane	*Ohung Kong* ..	5.00 P.M.
		Thursday, 29th,
Amoy and Formosa via Swatow	*Deli Maru* ...	8.30 A.M.
Straits	*Oremer* ...	10.30 A.M.
Swatow	*Hydrangea* ...	3.00 P.M.
		Reg. 5.00 P.M.
Shanghai and *EUROPE via Siberia ..	*Tjipanas* ...	Letters 6.00 P.M.
		Friday, 30th,
Hoihow, Pakhoi and Haiphong	*Kiungchow* ...	10.30 A.M.
Swatow, Amoy and Foochow...	*Haiyang*	1.00 P.M.
		Reg. 5.00 P.M.
Shanghai and *EUROPE via Siberia ...	*Malwa*	Letters 6.00 P.M.
		Kowloon P.O.
		Parcels 4.30 P.M.
		Reg., 31st, 9.00 A.M.
		Letters 10.00 A.M.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 27th February	*Comorin* ..	*G.P.O.*
		Par. 30th, 5.00 P.M.
		Reg., 31st, 9.45 A.M.
		Letters 10.30 A.M.
		Par., 30th, 5.00 P.M.
Manila, Rabaul, Australia and New Zealand via Brisbane—due Brisbane, 17th February	*Nellore*	Reg. 5.00 P.M.
		Let., 31st, 9.00 A.M.
		Saturday, 31st,
Japan and *Canada via Victoria, B.C.—due Victoria B.C., 24th February ..	*Tyndareus* ...	Reg. 9.15 A.M.
Manila	*Pres. McKinley* ...	Letters 10.00 A.M.
Bangkok via Swatow	*Hirundo*	4.30 P.M.
Japan	*Ginyo Maru* ...	5.00 P.M.
		5.00 P.M.
		FEBRUARY—
Swatow, Amoy and Formosa	*Canton Maru* ..	Sunday, 1st, 9.00 A.M.
		Monday, 2nd,
Bangkok via Swatow	*Kiangsu*	9.30 A.M.
		Parcels Noon
Straits and Calcutta	*Kutsang*... ...	Letters 1.00 P.M.
		Tuesday, 3rd,
Manila and Java via Sourabaya	*Tjibadak*	9.30 A.M.
Sandakan	*Yuesang*	10.30 A.M.
		Kowloon P.O.
Saigon *Straits, Ceylon, India, Mauritius, E. and *S. Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles 6th March	*Andre Lebon* ...	Reg. 1.00 P.M.
		Letters 1.00 P.M.
		G.P.O.
		Reg. 1.45 P.M.
		Letters 2.30 P.M.
		2.00 P.M.
Swatow, Amoy and Foochow ...	*Hai Ning* ..	Reg. 4.15 P.M.
Manila, Australia and New Zealand via Brisbane—due Brisbane, 17th Feb. ...	*Melbourne Maru*	Letters 5.00 P.M.
Straits	*Philosteles* ..	2.00 P.M.
Swatow	*Kwongsang* ...	5.00 P.M.
Shanghai, Japan, Honolulu and *San Francisco—due San Francisco, 25th Feb. and *EUROPE via Siberia ...	*Asama Maru* ...	Rec. 5.00 P.M.
		Wednesday, 4th,
		Letters 8.30 A.M.
		Wednesday, 4th,
Shanghai, Japan, Canada, U.S.A., C. and S. America and *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 20th Feb., and *EUROPE via Siberia ...	*Emp. of Japan*	Parcels 5.00 P.M.
		Thursday, 5th,
		Reg. 9.15 A.M.
		Letters 10.00 A.M.
		Friday, 6th,
Saigon, Straits, Ceylon, India, Mauritius, East and South Africa and *South American Ports	*La Plata Maru* ...	8.30 A.M.
		Kowloon P.O.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 8th March	*Kashima Maru*	Reg. 4.30 P.M.
		Let., 7th, 9.00 A.M.
		G.P.O.
		Reg. 8.45 A.M.
		Letters 9.30 A.M.
Manila	*Emp. of Canada*	Saturday, 7th, 3.30 P.M.

*Superscribed correspondence only.

P. O. Box 1, Hong Kong

is the Address. Write an Order for the *Hongkong Weekly Press and China Overland Trade Report* to be sent you for Three Months or A Year. The first will cost you $4.00, and the Annual Subscription is $16.

CHINA NAVIGATION
COMPANY, LIMITED.

SWATOW, SHANGHAI & TSINGTAO	"SUNNING"	On 28th Jan.,	Noon
AMOY & SHANGHAI	"TAIYUAN"	On 28th Jan.,	5 p.m.
SWATOW & SHANGHAI	‡"CHANGCHOW"	On 29th Jan.,	9 a.m.
SWATOW & SINGAPORE	"KWANGTUNG"	On 29th Jan.,	11 a.m.
SHANGHAI	"NEWCHWANG"	On 29th Jan.,	5 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 30th Jan.,	Noon
SWATOW, SHANGHAI & TSINGTAO	"SHANTUNG"	On 1st Feb.,	8 a.m.
AMOY, SWATOW, HOIHOW & S'PORE	"ANKING"	On 1st Feb.,	5 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 2nd Feb.,	11 a.m.
SHANGHAI	"KANCHOW"	On 2nd Feb.,	4 p.m.
SWATOW, SHANGHAI & TSINGTAO	"SUIYANG"	On 3rd Feb.,	8 a.m.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 3rd Feb.,	8 a.m.
SHANGHAI & DALNY	"CHINHUA"	On 3rd Feb.,	5 p.m.
AMOY & SHANGHAI	"TSINAN"	On 4th Feb.,	5 p.m.
SWATOW & BANGKOK	"KAYING"	On 8th Feb.,	11 a.m.
AMOY, SWATOW & SINGAPORE	"ANTUNG"	On 8th Feb.,	5 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 12th Feb.,	Noon

* Sails from Taikoo Dock.
‡ Loads at D.G.A., Stonecutters.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
TELEPHONE 30331. Agents.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

TRAVEL A.-O. LINE

TO AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE TAIPING (OIL BURNERS)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE. ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESS CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, £95 RETURN
" " " " LONDON (via Australia) from £141/10/-
(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
CHANGTE	13th Feb.	16th Feb.	19th Feb.	7th Mar.
TAIPING	13th Mar.	20th Mar.	23rd Mar.	8th Apr.
CHANGTE	14th Apr.	21st Apr.	24th Apr.	10th May
TAIPING	12th May	19th May	22nd May	7th June

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents.—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "PERU"
on or about 30th JANUARY
for PORT SAID, MARSEILLES, HAVRE, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:—	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Afrika" ...	—	28th Feb.
M.S. "Malaya" ...	26th Feb.	28th March
M.S. "Denmark" ...	28th Mar.	27th April
M.S. "Java" ...	28th April	28th May
M.S. "Asia" ...	28th May	28th June

Optional Bills of Lading issued to United Kingdom Ports.
For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
MERCANTILE BANK BUILDING.
Telephone 24071. Agents. [41

PRINCE LINE

FREQUENT SERVICE
TO
BOSTON AND NEW YORK
CALLING AT NAPLES

MALAYAN PRINCE	.. ..	January 30th
CINGALESE PRINCE	.. ..	February 25th
JAVANESE PRINCE	..	March 26th

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	JANUARY 25, 1931. Hong Kong Standard Time	Barometer at Sea Level: Inches	Barometer at Sea Level: Millibars	Temperature	Humidity	Wind: Direction	Wind: Force (Beaufort Scale)	Weather (Beaufort)	JANUARY 26, 1931. Hong Kong Standard Time	Barometer at Sea Level: Inches	Barometer at Sea Level: Millibars	Temperature	Humidity	Wind: Direction	Wind: Force (Beaufort Scale)	Weather (Beaufort)
Wladivostock	12	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...
Nemuro	11	29.78	756.5	...	...	NE	4	...	5	29.69	754.0	...	...	NW	5	...
Hakodate	"	29.80	757.0	...	...	NNW	3	...	"	29.78	756.5	...	...	NNW	1	...
Tokio	"	29.72	755.0	...	...	NNW	1	...	"	29.78	756.5	...	...	N	5	...
Kochi	"	29.82	757.5	...	...	...	...	...	"	30.08	764.0	...	...	NW	1	...
Nagasaki	"	29.90	761.5	...	...	N	2	...	"	30.20	767.0	...	...	NNE	1	...
Kagoshima	"	29.90	759.5	...	...	WNW	1	...	"	30.12	765.0	...	...	NNW	1	...
Oshima	"	29.98	761.5	...	...	NNW	2	...	"	30.10	764.5	...	...	N	4	...
Naha	"	29.98	761.5	...	..	SSW	3	...	"	30.16	766.0	...	...	NNW	6	...
Ishigakijima	"	30.00	762.0	...	...	NW	1	...	"	30.24	768.0	...	...	NNE	3	...
Bonin Island	"	29.98	761.5	...	...	S	3	...	"	29.86	768.5	...	...	W	2	...
Chefoo	15	30.59	777.0	24	...	NNW	...	...	5	30.53	775.4	24	...	SW	6	b
Shanghai	14	30.45	773.5	33	4	N	4	s	"	30.66	778.9	25	4	WNW	4	s
Gutzlaff	"	30.43	772.9	34	...	N	7	b	"	30.67	779.0	28	...	N	6	b
Wenchow	"	30.19	766.9	45	6	NNE	6	r	6	30.58	776.8	29	8	NNE	6	o
Foochow	"	...	...	56	6	ENE	6	r	7	30.34	770.6	40	6	NE	4	o
Amoy	"	30.09	762.0	60	6	ENE	6	c	6	30.25	768.3	44	4	NE	8	r
Swatow	"	29.91	759.9	74	...	ESE	1	c	"	30.14	765.5	50	...	NE	3	r
Taihoku	11	30.07	763.9	65	...	E	4	r	5	30.39	771.8	49	...	E	2	o
Taihoku	"	30.04	763.0	81	...	NNW	2	c	"	29.22	767.5	50	...	NNE	4	o
Taichu	"	30.01	762.3	74	...	...	0	bc	"	29.15	765.8	52	...	N	6	o
Tainan	"	...	...	...	...	...	...	...	"	30.10	764.6	62	..	NE	6	o
Koshun	"	...	...	...	...	...	...	...	"	30.22	767.5	56	...	NNE	8	o
Pescadores	"	...	...	...	...	...	...	...	6	30.22	767.6	51	6	N	3	or
Hong Kong	14	29.94	760.5	72	5	ENE	2	c	"	30.17	766.3	65	6	N	5	o
Gap Rock	"	29.94	760.5	68	7	ENE	3	c	"	30.21	767.2	50	4	NNE	2	r
Macao	"	29.91	759.8	74	4	SE	2	c	"	30.15	765.8	62	...	ENE	7	o
Hoihow	"	29.95	760.7	84	...	NNW	3	b	"	30.12	764.9	67	6	NE	8	o
Pratas Island	"	29.95	760.8	83	6	...	0	b	6	30.12	765.1	61	6	ENE	4	o
Phulien	15	29.84	757.9	76	8	SE	4	b	7	29.97	761.3	70	6	SSW	2	c
Tourane	"	29.85	758.0	79	8	SE	2	b	"	29.96	761.0	74	6	ENE	4	c
Cape St. James	"	29.89	759.3	85	8	SE	3	b	"	...	...	...	...	...	...	...
Basco	14	29.89	759.1	85	8	SSE	4	b	6	29.99	761.6	76	6	...	0	b
Aparri	"	29.90	759.4	85	4	NNE	4	b	"	...	...	...	...	...	...	...
Tuguegarao	"	29.87	758.6	91	8	...	0	c	"	...	...	...	...	...	...	...
Vigan	"	29.89	759.3	85	8	NW	4	b	"	...	...	...	...	...	...	...
Manila	"	29.88	758.9	88	8	W	4	bc	"	29.95	760.6	72	8	...	0	b
Legaspi	"	29.86	758.4	80	8	NNE	4	b	"	29.92	760.0	79	6	...	0	b
Calbayog	"	29.85	758.3	85	8	SW	2	c	"	...	...	...	...	...	...	...
Tacloban	"	29.85	758.3	85	8	S	2	c	"	...	...	...	...	...	...	...
Iloilo	"	29.83	757.7	88	8	ENE	4	c	"	...	..	...	...	...	...	...
Cebu	"	29.89	757.6	86	8	NE	4	b	"	29.91	759.7	74	6	...	0	c
Surigao	...	29.84	757.9	81	8	...	0	c	"	29.92	760.0	75	...	ENE	2	c
Saipan	11.00	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...
Guam	12.22	29.84	757.9	...	6	NE	6	b	4.22	29.88	758.8	78	...	NNE	2	c
Yap	11.00	...	...	...	...	...	...	...	5	29.55	750.6	78	...	NE	1	c
Pelew	...	...	...	...	...	...	...	...	"	...	...	...	...	...	0	c
Labuan	14	29.81	757.2	90	...	S	1	b	6	29.83	757.7	77	...	...	...	...

January 27*d.* 10*h.* 55*m.*—A strong anticyclone remains central to the north of the Yangtsze Valley.
Strong monsoon along the S.E. coast of China and over the N. China Sea.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0·17 inch. Total since January 1, 0·28 inch, against an average of 1·11 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JANUARY 28.

DISTRICT.	FORECAST
1.—Formosa Channel	N.E. gale.
2.—South coast of China between Hong Kong and Lamocks 3.—Hong Kong to Gap Rock 4.—South coast of China between Hong Kong and Hainan	N.E. winds, strong; generally overcast, some drizzle or mist.

T. F. CLAXTON, *Director.*

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, January 27.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.93	30.39	30.18
Temperature	73	51	51
Humidity	82	69	79
Wind—			
Direction	E	N	N
Force	2	2	1
Weather	BO	OD	O
R.in	0.00	0.00	0.21

Highest open-air Temperature, 25°·73
Lowest open-air Temperature, 27°·48

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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HONG KONG TIDE TABLE

From Jan. 28 to Feb. 3, 1931.

Days of Week	Date of Month	High Water: Hong Kong Standard Time	High Water: Height	Low Water: Hong Kong Standard Time	Low Water: Height
		h. m.	ft. in.	h. m.	ft. in.
Wed.	28	02 11	3 9	08 10	2 7
		15 50	5 4	23 50	2 5
Thur	29	03 50	3 2	08 9	2 9
		16 57	5 8	—	—
Fri.	30	09 35	3 4	01 00	1 9
		18 07	6 5	10 10	3 3
Sat.	31	09 35	3 7	01 55	1 2
		19 06	7 2	11 56	3 6
Sun.	1	09 57	4 1	02 40	0 6
		19 58	7 8	13 02	3 6
Mon.	2	10 25	4 4	03 23	0 1
		20 45	8 3	13 55	3 5
Tues.	3	10 53	4 6	04 03	0 2
		21 35	8 4	14 45	3 2

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SAILINGS SUBJECT TO ALTERATIONS

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"YATSHING"	Sun., 1st Feb., at 7 a.m.
	"KWONGSANG"	Wed., 4th Feb., at 7 a.m.
	"CHAKSANG"	Sun., 8th Feb., at 7 a.m.
	"FOOSHING"	Wed., 11th Feb., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Mon., 2nd Feb., at 3 p.m.
	"YUENSANG"	Satur., 14th Feb., at 3 p.m.
	"KUMSANG"	Tues., 3rd Mar., at 3 p.m.
OSAKA via AMOY AND KOBE	"NAMSANG"	Fri., 6th Feb., at 7 a.m.
OSAKA via AMOY, S'HAI., MOJI & KOBE	"SUISANG"	Wed., 18th Feb., at 7 a.m.
OSAKA via AMOY AND KOBE	"HOSANG"	Tues., 3rd Mar., at 7 a.m.
SANDAKAN	"YUSANG"	Tues., 3rd Feb., at Noon
	"MAUSANG"	Fri., 13th Feb., at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHEONGSHING"	Tues., 17th Feb., at 7 a.m.

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Steamship "CARNARVONSHIRE"	..	24th Mar.
Motor Vessel "GLENLUCE"	... ...	23rd Apr.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "CARNARVONSHIRE"	...	20th Feb.
Motor Vessel "GLENBEG"	... ...	27th Feb.
Motor Vessel "GLENLUCE"	... ...	16th Mar.
Motor Vessel "GLENAMOY"	... ...	30th Mar.

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Freight	M.S. "Havel"	...	departure 3rd Mar.
Pass.	S.S. "SAARBRUECKEN"†	...	departure 7th Mar.
Freight	S.S. "Aller"	... ...	departure 21st Mar.

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NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA JAPAN (Passenger steamers (Freight steamers

Pass.	S.S. "SAARBRUECKEN"	...	due here 13th Feb.
Freight	S.S. "Aller"	... ...	due here 21st Feb.
Pass.	S.S. "COBLENZ"	... ...	due here 11th Mar.
Freight	S.S. "Franken"	... ...	due here 21st Mar.

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Next sailing to RABAUL, Vunapope, Alexishafen & Madang,
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HAINING	...	Tuesday,	the 3rd Feb., at 3 p.m.

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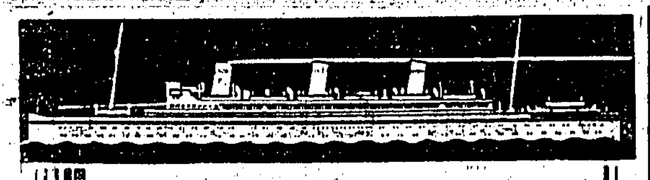

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TAIYO MARU ... ... Thursday, 19th February

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIKAWA MARU ... ... Thursday, 12th February
HEIAN MARU... ... ... Thursday, 26th February

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

KASHIMA MARU ... ... Saturday, 7th February
YASUKUNI MARU ... ... Saturday, 21st February

SYDNEY & MELBOURNE via Manila & Ports

KITANO MARU ... ... Thursday, 19th February

BOMBAY via Singapore, Penang & Colombo

† TOTTORI MARU ... ... Thursday, 29th January
† YAMAGATA MARU ... ... Saturday, 31st January

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

GINYO MARU ... ... Sunday, 1st February

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAWACHI MARU ... ... Thursday, 26th February

NEW YORK, BOSTON via PANAMA.

† ATAGO MARU ... ... Friday, 6th February
† TAKETOYO MARU ... ... Sunday, 1st March

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.

† DELAGOA MARU ... ... Sunday, 15th February

CALCUTTA via Singapore, Penang & Rangoon.

† RANGOON MARU ... ... Friday, 30th January
† NAGATO MARU ... ... Saturday, 7th February

SHANGHAI, KOBE & YOKOHAMA.

† HAKODATE MARU ... ... Wednesday, 28th January
KAGA MARU ... ... Thursday, 29th January
SUWA MARU ... ... Saturday, 7th February

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PORTHOS	17th Feb.	ATHOS II	17th Feb.
CHENONCEAUX	3rd Mar.	D'ARTAGNAN	3rd Mar.
ATHOS II	17th Mar.	ANGERS	17th Mar.
D'ARTAGNAN	31st Mar.	FELIX ROUSSEL	30th Mar.
ANGERS	14th Apr.	G. METZINGER	13th Apr.
FELIX ROUSSEL	28th Apr.	ANDRE LEBON	27th Apr.
G. METZINGER	12th May	PORTHOS	11th May

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YESTERDAY'S FREIGHT RETURNS.

IMPORTS 9,000 TONS; THROUGH CARGO 23,600 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for H.K.	Through Ports
British		
Khiva, Singapore	1,532	3,304
Yuensang, Singapore	610	962
Ghentworth, Sabang	1,500	3,000
Lycaon, Singapore	2,200	7,231
Emp. of Asia, Shanghai	909	—
Ningpo, Wuhu	—	2,076
Seistan, Swatow	—	700
	6,801	17,273
American		
Pres. Taft, Shanghai	1,145	2,232
	1,145	2,232
German		
Lahn, Shanghai	1	9,153
Bremerhaven, Madang	450	—
	451	9,153
French		
Canton, Haiphong	527	—
	527	—
Danish		
Michael Jebsen, Hoihow	60	—
	60	—
Japanese		
Nutaka Maru, Sea	35	—
	35	—
Total.....	9,019	28,658

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	8	6
American	1	1
German	2	0
French	1	0
Danish	1	0
Japanese	1	3
Norwegian	0	1
Chinese	0	1
Dutch	0	1
Total	14	13

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Yuensang (British) Calcutta, Singapore	418
Emp. of Asia (British) Vancouver, Shanghai	262
Pres. Taft (American) Los Angeles, Shanghai	208
Canton (French) Haiphong	20
Total	905

The P. & O. s.s. Kalyan from Hong Kong arrived London on January 25 at 11 p.m.

The P. & O. s.s. Alipore left Singapore for this port on the 26th instant at 2 p.m. and is due here on the 2nd prox. at about noon.

ARRIVALS.

January 26.

Bintang, Danish str., 1,725 tons, Capt. H. Halling, from Hoihow, buoy No. C5.—John Manners & Co.

Lycaon, British str., 4,814 tons, Capt. J. R. Scott, from Singapore, Holt's Wharf.—B. & S.

January 27.

Ginyo Maru, Japanese str., 6,128 tons, Capt. S. Fujimura, from Nagasaki, buoy No. A1.—N.Y.K.

Havel, German str., 4,418 tons, Capt. Hashagen, from Singapore, buoy No. A17.—Melchers & Co.

Michael Jebsen, Danish str., 1,342 tons, Capt. H. Ipland, from Hoihow, buoy No. B23.—Jebsen & Co.

Newchwang, British str., 1,480 tons, Capt. F. Gibbs, from Swatow, buoy No. B15.—B. & S.

Ningpo, British str., 1,228 tons, Capt. J. Nisbet, from Wuhu, buoy No. B9.—B. & S.

Seistan, British str., 1,371 tons, Capt. Alex. C. Inglis, from Swatow, buoy No. B24.—Kwong Nam & Co.

CLEARANCES.

January 27.

Canton, for Haiphong.
Haiching, for Swatow.
Hangsang, for Shanghai.
Havel, for Shanghai.
Lycaon, for Shanghai.
Newchwang, for Canton.
Ningpo, for Canton.
Pres. Taft, for Manila.
Prosper, for Singapore.
Seistan, for Singapore.
Tai Poo Sek, for K. C. Wan.

PASSENGERS.

Departures.

The following passengers left yesterday by s.s. Pres. Jackson:—Mr. J. D. Carriere, Mr. and Mrs. Geo. Faichney, Mr. and Mrs. Isaac M. Fisher, Master Isaac Fisher, jr., Miss May Y. Fisher, Mr. Ernest F. Harris, Mr. Chas. Hartwell, Miss E. S. Hartwell, Dr. L. E. Hlizenga, Mr. Squier, Jones, Mr. J. V. Murray, Mrs. Willis Rudd, Dr. and Mrs. Kellogg Speed, Miss Helen Speed, Mr. Geo. Street, Mr. F. R. Tegengren, Mr. and Mrs. E. A. Tupper, Miss Emily Tupper, Mr. and Mrs. J. T. Wilson, Mr. M. A. Crabtree, Mrs. Winfred McCuskey, Mr. L. E. Miller, Mr. Robert E. Warne, Mrs. Dorothy H. Warne, Master John R. Warne, Master Thos. E. Warne, Mr. Edwin Warnekon, Mr. S. J. Gattas, Mr. W. E. L. Shenton, Mr. D. N. Trotman, Mr. W. A. Stewart, Mr. and Mrs. A. Crofton, Mr. and Mrs. Val Fish, Mrs. Elmer Cox, Miss E. E. Hatfield, Mr. and Mrs. R. M. Hatfield, Miss M. S. Pollock, Mrs. George F. Hatton, Mr. A. Hammond, Mr. John L. Basford, Lt. Comdr. E. V. Baker, Lt. Carl. L. Biery, Mrs. Erma F. Biery, Master Jack F. Biery, Miss Ruth E. Biery, Mr. Robby Cruikshank, Dr. E. E. Neff, Mrs. S. Margelin, Miss M. Margelin, Mr. Wm. Mehlhorn, Comdr. and Mrs. H. G. Taylor, Master H. G. Taylor, jr., Miss Jane Taylor, Miss Catherine Taylor, Lt. and Mrs. Chas. T. Wooten, Master Angus Wooten, Mr. W. W. Marsh, Mr. Henry P. Malloy, Dr. H. H. Whitford, Mr. F. Gregory, Miss E. S. Hartwell, Mr. M. J. van Schroven, Mr. Donald Chadduck, Mrs. V. O. Remedios, Mr. Pedro Elsario, Mr. Edna Black, Mrs. Aubrey K. Shoup, Mr. and Mrs. L. L. Tabor, Mr. and Mrs. J. P. Wright, Mr. Potenhouse, Dr. and Mrs. P. Funnelly.

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M.V. "LAGANBANK"	20th March

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons.	From Hongkong (about)	Destination
"COMORIN"	15,132	31st Jan.	Bombay, Marseilles and London.
*"KIDDERPORE"	5,334	5th Feb., 10 a.m.	Straits, Colombo & Bombay.
*"PERIM"	7,648	7th Feb. [Mars.,	L'don, Hull, H'bg., R'dm. & A'werp
†"KASHGAR"	9,005	14th Feb.	Mars., L'don., Hull, R'dm. & A'werp
"MALWA"	10,980	28th Feb.	Marseilles and London.
"KHIVA"	9,135	7th Mar. [Mars.,	L'don., Hull, H'bg., R'dm. & A'werp
†"KHYBER"	9,114	14th Mar.	Mars., L'don., Hull, R'dm. & A'werp
*"SOMALI"	—	21st Mar [Mars.,	L'don, Hull, H'bg., R'dm. & A'werp
"RAWALPINDI"	16,619	28th Mar.	Marseilles and London.
†"KARMALA"	9,128	11th Apr.	Mars., L'don., Hull, R'dm & A'werp
"RAJPUTANA"	16,568	25th Apr.	Marseilles and London
†"KALYAN"	9,144	9th May	Mars., L'don., Hull, R'dm. & A'werp.
"COMORIN"	15,132	23rd May	Bombay, Marseilles and London.
†"KASHMIR"	8,985	6th June	Mars., L'don., Hull, R'dm. & A'werp
"BANPURA"	16,601	20th June	Bombay, Marseilles & London.
†"KASHGAR"	9,005	4th July	Mars., L'don., R'dm. & A'werp.
"RAWALPINDI"	16,619	18th July	Bombay, Marseilles & London.
†"KHYBER"	9,114	1st Aug.	Mars., L'don., R'dm. & A'werp.
"RAJPUTANA"	16,568	15th Aug.	Bombay, Marseilles and London.
†"KARMALA"	9,128	29th Aug.	Marseilles and London.
"CATHAY"	16,121	12th Sept.	Bombay, Marseilles & London.
†"KALYAN"	9,144	26th Sept.	Marseilles and London.

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

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"TALMA"	10,000	7th Feb.	Singapore, Penang & Calcutta
"TAKADA"	6,949	27th Feb.	do.
"TILAWA"	10,000	17th Mar.	do.
"SANTHIA"	7,754	1st Apr.	do.
"TALMA"	10,000	13th Apr.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"NELLORE"	6,853	31st Jan., 10.30 a.m.	Manila, Rabaul, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	28th Feb.	
"ST. ALBANS"	4,500	1st Apr.	

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

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The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MALWA"	10,980	31st Jan., 6 a.m.	S'hai., Moji, Kobe & Y'hama.
*"ALIPORE"	5,273	3rd Feb., D.L.	Moji & Kobe.
"TANDA"	6,956	6th Feb.	S'hai., Moji, Kobe, Osaka & Y'hama.
"TAKADA"	6,949	8th Feb.	Amoy, Moji, Kobe & Osaka.
"KHYBER"	9,114	14th Feb.	S'hai., Moji, Kobe & Yokohama.
*"SOMALI"	—	20th Feb.	Shanghai, Moji, Kobe & Y'hama.
"TILAWA"	10,006	23rd Feb.	Amoy, S'hai., Moji, Kobe & Osaka.
"RAWALPINDI"	16,619	28th Feb.	S'hai., Kobe & Yokohama.
"ST. ALBANS"	4,500	6th Mar.	S'hai., Moji, Kobe, Osaka & Y'hama.
"SANTHIA"	7,754	10th Mar.	Amoy, Moji, Kobe, Osaka & Y'hama.
"KARMALA"	9,128	14th Mar.	S'hai., Moji, Kobe & Y'hama
"TALMA"	10,000	24th Mar.	Amoy, Moji, Kobe & Osaka.
"RAJPUTANA"	16,586	27th Mar.	S'hai., Kobe & Yokohama.
"NELLORE"	6,853	6th Apr.	S'hai., Moji, Kobe, Osaka & Y'hama.
"KALYAN"	9,144	10th Apr.	S'hai., Moji, Kobe & Y'hama.
"COMORIN"	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
"KASHMIR"	8,985	8th May	S'hai., Moji, Kobe & Yokohama
"TANDA"	6,956	8th May	S'hai., Moji, Kobe, Osaka & Y'hama.
"RANPURA"	16,601	22nd May	Shanghai, Kobe & Yokohama.
"KASHGAR"	9,005	5th June	S'hai., Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	5th June	S'hai., Moji, Kobe, Osaka & Y'hama.
"RAWALPINDI"	16,619	19th June	S'hai., Kobe & Yokohama.
"KHYBER"	9,114	3rd July	S'hai., Moji, Kobe & Yokohama.
"NELLORE"	6,853	6th July	S'hai., Moji, Kobe, Osaka & Y'hama.
"RAJPUTANA"	16,586	17th July	S'hai., Kobe & Yokohama
"KARMALA"	9,128	31st July	S'hai., Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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		Sailing about
* s.s.	"CEYLON"	30th January
m.v.	"SHANTUNG"	28th February
m.v.	"FORMOSA"	31st March
m.v.	"NANKING"	30th April
m.v.	"NAGARA"	31st May

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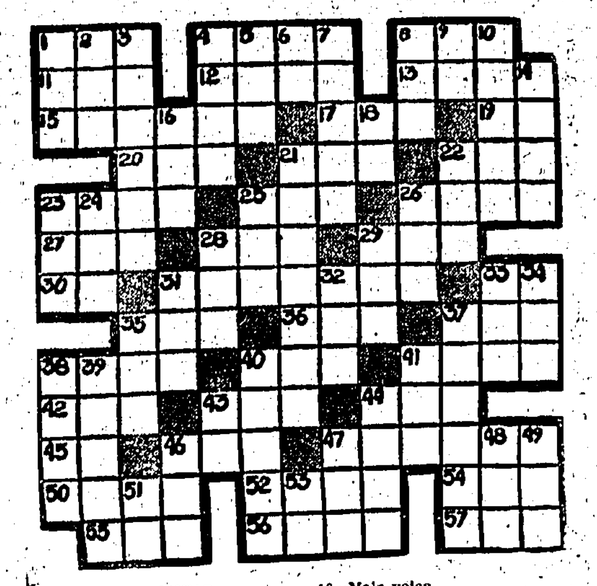

HORIZONTAL

1—Electrical unit.
4—Norse god.
8—Winged mammal.
11—To regret.
12—Doer of great deeds.
13—So be it!
15—Improved.
17—Undeveloped flower.
19—A negative.
20—Sea eagle.
21—Part of body.
22—Barrow.
23—Channel marker.
25—A weight.
26—Father.
27—To mistake.
28—Organ of head.
29—To suit.
30—Half an em.
31—To board train.
33—Musical note.
35—Distance measure.
36—Hotel.
37—Quarrel.
38—A bird.
40—Toward the stern.
41—Certain.
42—Part of mouth.
43—To purchase.
44—Slang: enthusiast.
45—Part of "to be."
46—Part of body.
47—Outdoor party.
50—Monetary unit.
52—English school.
54—Ago.
55—To decay.
56—Heavy cord.
57—A color.

VERTICAL

1—Globe.
2—Shade.
3—Shooting star.
4—At that time.
5—Pronoun.
6—Conjunction.
7—A bird.
8—Evil.
9—Part of "to be."
10—Male voice.
14—Knot.
16—To attempt.
18—Aloft.
21—To frighten.
22—To strike.
23—An insect.
24—Vase.
25—To make lace.
26—To do wrong.
28—Finish.
29—Limb of fish.
31—Vast age.
32—An insect.
33—Because.
34—To cause fear.
35—To drink with tongue.
37—Racer.
38—Undergarment.
39—More sage.
40—Boring tool.
41—Animal pouch.
43—Part of "to be."
44—Elegant.
46—Portion.
47—Explosive noise.
48—Anger.
49—Unchivalrous person.
51—Thus.
53—Toward.

No. 1862

D	U	E	L		S	O	L		A	L	A	S
U	R	G	E		I	R	E		R	O	T	E
M	A	R	G	I	N		D	E	M	I	S	E
B	L	E	E	D			M	E	T	E	S	
		T	R	O	T		T	I	D	E		
W	A	S		L	I	M	I	T		R	O	T
E	L			B	O	O				N	O	
E	L	F		H	E	W	E	R		D	E	N
		A	F	A	R		R	O	S	E		
I	S	L	A	M			B	A	R	O	N	
D	E	S	T	S	T	R	E	V	I	V	E	
L	E	E	R		O	W	E		O	D	E	S
E	R	R	I	S		W	E	D		R	E	N	T

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REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

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"PATROCLUS" 10th Feb., For Marseilles, London, R'dam. & Glasgow.

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"LAOMEDON" 31st Jan., 4 p.m., For Havre, Liverpool & G'gow.
"PELEUS" 20th Feb., For Genoa, Havre, L'pool, & G'gow.

PACIFIC SERVICE (via KOBE & YOKOHAMA)

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"PROTESILAUS" 2 st Feb. For Victoria, Vancouver & Seattle.

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"HELENUS" 6th Feb. For New York, Boston & Baltimore via Davao, Cebu, Iloilo, Manila, S'pore.

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"EURYLOCHUS" 30th Jan., For S'hai, Kobe & Yokohama.

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"PATROCLUS" 16th Feb., Singapore	Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

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HONG KONG AND SHANGHAI BANKING CORPORATION.

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Issued & Fully Paid-up...$20,000,000
Reserve Funds:—
Sterling £6,500,000
Silver $9,500,000
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Hankow	Mukden	Tokyo
Harbin	Nagasaki	Tsingtao
Hongkew	New York	Yokohama
Iloilo		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 16th July, 1930. [28

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For the HONG KONG & SHANGHAI BANKING CORPORATION,
V. M. GRAYBURN,
Chief Manager.
Hong Kong, 16th July, 1930. [2

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D. M. BIGGAR,
Manager,
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Paid-Up Capital...Gldrs. 80,030,000-
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Reserve Fund.....Gldrs. 40,015,000-
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*these offices have Safe Deposit Boxes To Let.

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A. STOKKINK,
Acting Manager.
Hong Kong, 18th May, 1930. [30

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HEAD OFFICE: HONG KONG.

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PAID-UP CAPITAL ..... $ 5,685,600
RESERVE FUND 1,000,000

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LOOK POONG SHAN,
Manager.
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DAIREN	MANILA	TIENTSIN
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A. H. FERGUSON,
Manager.
Hong Kong, 9th Jan., 1929. [30

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A. ROLLIN,
Manager.
Hong Kong, 1st July, 1929.

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HEAD OFFICE:—
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Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest...£1,648,506

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THE BANK OF ENGLAND
and
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Colombo	Kuala Lipis	(Mauritius)
Delhi	(Pahang)	Rangoon
Galle	Kuala Lumpur	Shanghai
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Howrah		Singapore
Ipoh		Sourabaya
Kandy		

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INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.
F. THOROUGOOD,
Acting Manager.
1, Queen's Road Central.
Hong Kong, 10th Apr., 1930. [29

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SHOU J. CHEN,
Manager.

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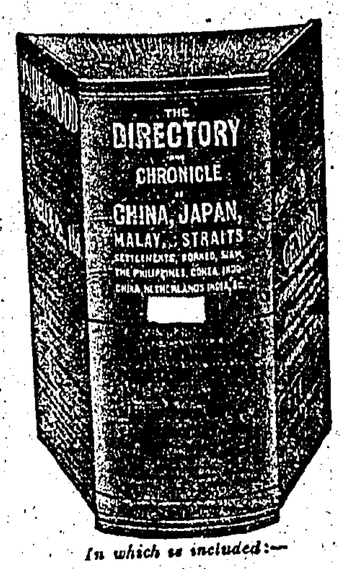

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A. LECOT,
Manager.
Hong Kong, 2nd May, 1929. [29

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up)
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Reserve Fund .....Yen 113,500,000

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Calcutta	London	San Francisco
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Dairen	Manila	Semarang
(Dalny)	Nagasaki	Shanghai
Fengtien (Mukden)	Nagoya	Singapore
	Newchwang	Shimonoseki
Hamburg	New York	Sydney
Hankow	Osaka	Tientsin
Harbin	Peping	Tokyo
Hong Kong	Rio de Janeiro	Tsinanfu
Honolulu		Tsingtao

Buenos Ayres (Temporarily closed).
Vladivostock (Temporarily closed).

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.
H. MORI, Manager.
Hong Kong, Sept. 10, 1930. [26

THE BANK OF EAST ASIA, LTD.
ESTABLISHED 1918.

HEAD OFFICE:
10, Des Vœux Road, Central,
HONG KONG.

CAPITAL AND SURPLUS ... ... OVER H. $8,000,000.00
TOTAL RESOURCES ... ... OVER H.$30,000,000.00

Every description of Banking Accounts and Exchange business transacted.
Current and Fixed Deposit Accounts in Local and Foreign Currencies opened for Clients.
Savings Account and Safe Deposit Boxes.
Branches and Agencies all over the world.
KAN TONG PO,
Chief Manager.

THE AMERICAN EXPRESS COMPANY, INC.

HEAD OFFICE:
65, BROADWAY, NEW YORK.

Capital..... U.S.$6,000,000
Surplus..... U.S.$1,572,454
Reserves ..... U.S.$1,908,209

BRANCHES:—

Amsterdam	Constantine	Lucerne	Palermo
Antwerp	Naples	Lugano	Rotterdam
Athens	Edisburgh	Luxor	Rome
Basle	Florence	Marseilles	Stamboul
Berlin	Geneva	Monte Carlo	Shanghai
Biarritz	Genoa	Manila	Southampton
Bombay	Glasgow	Munich	
Bremen	Havana	Montreux	Singapore
Brussels	Hamburg	Milan	St. Moritz
Buenos Aires	Havre	Nice	Tientsin
Cairo	Interlaken	Naples	Vienna
Calcutta	Jerusalem	Piraeus	Venice
Cannes	Lido	Paris	Yokohama
Colombo	London	Penang	Zurich
Copenhagen	Liverpool	Peking	

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Affiliated with
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Resources .....Over G.$2,500,000,000

E. W. DUGGAN,
Manager.

THE HO HONG BANK, LTD.
(Established 1917.)

HEAD OFFICE:—SINGAPORE.
HONG KONG OFFICE:—13, QUEEN'S RD. C.

Authorised Capital...	Straits	$20,000,000
Issued	"	$8,000,000
Paid-up	"	$4,000,000
Reserve Liabilities of Shareholders ...	"	$4,000,000
Surplus	"	$2,526,000

Branches, Agencies and Correspondents in the principal cities of the world.
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Manager.

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